

# Draft Phase 1 Report

## Targeted Brownfields Assessment

### Cannery Redevelopment Area, City of Hayward



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## **1.0 INTRODUCTION AND SUMMARY**

### **1.1 PROJECT DESCRIPTION**

Innovative Technical Solutions, Inc. (ITSI) performed a Phase I Targeted Brownfields Assessment (TBA) on the Cannery Redevelopment Area located in Hayward, California. This TBA was performed for the U.S. Army Corps of Engineers (USACE) under contract number DACW07-01-P-0014, and on behalf of the U.S. Environmental Protection Agency (USEPA) as part of a Brownfields Targeted Assessment Program grant to the City of Hayward.

Representatives from several agencies were involved in this project, including Mr. Frank Snitz (USACE) and Mr. Scott Miner (USEPA). Representatives for the City of Hayward in this project were Ms. Maret Bartlett, Redevelopment Director, and Ms. Tai Williams, Redevelopment Specialist. The ITSI project team consisted of Mr. Dan Ledford, Senior Program Manager, Mr. Jeff Hess, Project Manager, Ms. Anita Trafficante, Senior Scientist, and Mr. Mark Sorensen, Project Geologist.

The Brownfields Targeted Assessment Program is conducted by USEPA Region 9 to assist municipalities, redevelopment agencies, and community development corporations in the redevelopment of contaminated parcels in their communities. These sites are generally vacant or under-used industrial or commercial properties, in which redevelopment is complicated due to known or potential contamination. The TBA is designed to help minimize the uncertainties related to the known or suspected contamination of a site.

The City of Hayward has established the Hayward Redevelopment Plan, which was amended in 1998 to include the revitalization and redevelopment of some of the oldest industrial areas in Hayward. The Cannery Redevelopment Area is one such area.

For the planning process and within this TBA, the Cannery Redevelopment Area has been divided geographically into three sub-areas, described as Area 1, Area 2, and Area 3. Conversion of these areas will range from the short term to the long term.

Figure 1-1 shows the location of the Cannery Redevelopment Area, and Figure 1-2 presents a site layout of the Cannery Redevelopment Area, showing the boundaries of Area 1, Area 2 and Area 3. Figures 1-3 and 1-4 show the Cannery Redevelopment Area based on 1977 and 1954 historical aerial photographs, respectively.

### 1.1.1 Description of Area 1

Area 1 of the Cannery Redevelopment Area is designated as the Northwest Industrial Area, and encompasses approximately 37 acres of mixed commercial and industrial land. The area is bordered on the south by A Street, and extends along the west side of the Union Pacific Railroad tracks and east of Hathaway Avenue. Area 1 consists of two primary uses: the glass container operations of Owens Brockway Glass Container, Inc., (Owens Brockway) and the warehouse retail uses of the Costco Retail Center.

Area 1 is currently considered an area of long-term change, primarily due to recent development of the Costco Retail Center, and recent major capital investments at the Owens Brockway glass plant. Proposed land use plans currently include big box retail development.

### 1.1.2 Description of Area 2

Area 2 of the Cannery Redevelopment Area is designated as the Cannery Area, and encompasses approximately 67 acres of older industrial properties located adjacent to residential neighborhoods considered some of the oldest residential settlements in the City of Hayward. Area 2 is bordered on the north by A Street and on the south by Winton Avenue. The Union Pacific Railroad tracks traverse Area 2 in a northwesterly direction. A majority of Area 2 is located on the east side of the railroad tracks, with the largest properties occupied by United Can Company (United Can), GSC Logistics and other warehouses. The western portion of Area 2 consists mainly of the cold storage warehouses of Select Foods, Inc. Additional land uses in Area 2 include city parks, an Amtrak Station, the Burbank School and a few residential blocks.

Area 2 is currently considered an area of imminent change, primarily due to United Can's plans to close their facility in 2001. Production at the United Can plant was ceased as of December 31, 2000. Proposed land use plans for Area 2 currently include medium to high



density ~~residential development~~ for a majority of the industrial properties, including the United Can, Cannery Court, and associated warehouse sites. Other proposed land uses include live work areas (Select Foods property and others), Preservation Park, school and community center areas (a new Burbank School), and a small section of commercial land use in the vicinity of the Amtrak Station. In addition, a small area of residential development is being considered along the western portion of the existing Centennial Park.

Areas of proposed residential development are of particular interest to this TBA, due to the generally more stringent cleanup criteria which are applicable to the protection of human health and the environment in residential land use scenarios.

### **1.1.3 Description of Area 3**

Area 3 of the Cannery Redevelopment Area is designated as the Eastern Industrial Area, and encompasses approximately 10.25 acres of mixed industrial land occupied by small businesses. The existing industrial land uses are primarily related to automotive businesses such as used car sales and after-market businesses such as engine repair, body shops, painting and upholstery shops. Several residential properties are also located in Area 3. The area is composed of approximately 35 relatively small parcels, most of which are less than 0.5 acres in size. Area 3 is irregularly shaped, with boundaries which generally include C Street on the north, Claire Street on the south, Alice Street on the west and Grand Street on the east.

Area 3 is currently considered an area of mid-term change (over the next 5 years). Upgrading this area through redevelopment is being considered largely due to the current condition of Area 3 and its location adjacent to the Bay Area Rapid Transit (BART) station. Proposed land use plans for Area 3 currently include medium density residential development, generally along the area perimeter, and commercial development in the Area 3 core, and along Grand Street, across from the BART Station.

## **1.2 SCOPE OF WORK**

The Scope of Work dated November 22, 2000 for this project involved the performance of a Phase I Brownfields TBA for all three areas identified within the Cannery Redevelopment Area. The purpose of this TBA is to compile historical information and to prioritize areas with a

potential for environmental concerns or contamination. The results of this Phase I TBA will provide progress toward the ultimate objectives of succeeding phased TBAs to:

- Determine the nature and extent of on-site contamination; and
- Assess to the extent possible human health risks associated with suspected contamination.

Activities carried out as part of the Scope of Work for this TBA included:

#### Collection/Review of Background Documents

- Review regulatory agency records for the site and adjacent properties within one-half to one mile using an electronic database service, and review of local regulatory agency files readily available at the City of Hayward Fire Department (HFD) for properties which could adversely impact the site.
- Review available public records from the City of Hayward building and planning departments.
- Review available historical aerial photographs for the site and adjacent properties.
- Review available Sanborn fire insurance maps for the site and adjacent properties.
- Review historical city directories using an electronic database service for all addresses within the site made available to ITSI by the City of Hayward.
- Out-of-scope activities conducted under this task included review of files from the Alameda County Department of Environmental Health and the California Regional Water Quality Control Board-San Francisco Bay Region (RWQCB) for the site and adjacent properties.

#### Site Visit and Discussion

- Identify current and historic uses of each site and adjacent properties, and the potential presence of hazardous substances or petroleum products based on observation from public property and public right-of-ways. No site entry was included in the Scope of Work.
- Identify physical characteristics of the site, including land (geologic, hydrologic, and topographic) and improvements (structures, roads, and utilities).
- Conduct telephone interviews with property owners or occupants, as accessible, concerning historical and present usage and/or presence of hazardous substances and petroleum products.

#### Draft Report and Recommendations

- Prepare and submit a Draft TBA Report for USACE, USEPA, and City of Hayward review upon the completion of all field and review activities. The first due portion included an Area 2 Preliminary Recommendation letter on January 24, 2001.

#### Technical Review Meeting

- Attend a technical review meeting with USACE, USEPA, and City of Hayward staff to discuss the draft document.

#### Final Report

- Prepare and submit the final report based on all received comments from USACE, USEPA, and City of Hayward.

Environmental sampling was not included in the Scope of Work for this project. In addition, a Property Title Search was also not included in ITSI's Scope of Work. Available information from the electronic database service and from the City of Hayward was utilized to identify current property owners and contact information, as needed. It should be noted that residential property owners were not contacted during the interview task per guidance from the City of Hayward, due to the sensitive nature of potential concerns regarding redevelopment plans and the preliminary status of the redevelopment project.

This TBA was generally performed according to American Society for Testing and Materials (ASTM) E-1527 standards, with the following exceptions listed below. In addition, the TBA is consistent with the requirements of the Scope of Work as defined in the Request for Quotation, dated November 22, 2000.

Deviations or deletions from the ASTM E-1527 standards include:

- Site reconnaissance included no site entry. All observations were made only of areas of the properties visible from public properties or public right-of ways, and many areas of the site were visually inaccessible. The interior of structures on the properties was not inspected.
- Interviews with owners or occupants of the properties were attempted by telephone. However, due to the nature of this TBA, which involves numerous property owners or occupants not directly involved in the project, responses were not obtained in many cases. Residential property owners within the Cannery Redevelopment Area were not contacted, as discussed above.

### **1.3 SUMMARY OF FINDINGS**

This Phase I TBA report presents the results of the assessment for each sub-area (Area 1, Area 2, and Area 3) within the Cannery Redevelopment Area in separate sections. Due to the varying redevelopment plans and schedule for each area, conclusions and recommendations were



developed for each sub-area individually. These results are presented in detail in Sections 2 through 4 of this report. Key findings are summarized below.

Portions of the Cannery Redevelopment Area have a long history of industrial use, with some areas dating from at least the early 1890s. Although much of the more recent industrial activities have centered around cannery operations (Areas 1 and 2) and automotive-related services (Area 3), past uses have included battery manufacturing (Area 2), bus manufacturing and assembly (Area 2), and metal plating operations (Area 3).

Due to the age and past use of the structures, many of the buildings within the Cannery Redevelopment Area have the potential to contain asbestos-containing materials (ACMs) and lead-based paint (LBP). A survey for these materials was not included in this Scope of Work. The only definitive method of determining whether ACMs or LBP are present is to collect samples for laboratory analysis. If ACMs or LBP are identified, professionally trained and certified individuals may be required during demolition, or during remodeling or renovation procedures, which may disturb these materials.

Specific findings of the Study are presented below by area.

#### **Area 1**

##### Owens Brockway Glass Plant

- Soil and groundwater contamination remain at the Owens Brockway glass plant. Soil contamination remains at depth as total petroleum hydrocarbons-diesel (TPH-d) and benzene in the area of a 1993 diesel pipeline release, and as TPH-gasoline (TPH-g), ethylbenzene and xylene in the vicinity of a former 1,000-gallon gasoline underground storage tank (UST).

During the most recent groundwater monitoring conducted in 1996, TPH-g, TPH-d, benzene, and ethylbenzene were identified at concentrations exceeding the risk-based screening levels (RBSLs) developed by the RWQCB.

- The current and historic industrial activities at the Owens Brockway glass plant may have resulted in previously unidentified environmental impacts. Hazardous materials used in these operations have included inorganic oxides, oil, diesel fuel, tetrahydrofuran, mineral spirits, and adhesives, among others.

##### 22300 Hathaway Avenue

- The site of the 22300 Hathaway Avenue multi-tenant warehouse has been part of

historic cannery operations, and has housed various structures and storage or equipment areas. No record of environmental investigation of this parcel to determine potential impacts from historical uses was available.

#### Costco Retail Center

- Historic cannery operations occupied the location of the Costco Retail Center. Three historic USTs were removed from the site, and 30,160 cubic yards of contaminated soil was removed. A majority of the contaminated soil was removed in the southern portion of this site in the area of one of the historic USTs. Limited soil removal was conducted in the northern portion of the site, surrounding the other two historic USTs. The site was issued regulatory closure in 1994.

There is a potential that previously unidentified environmental impacts may remain on site from historic cannery operations, particularly in the northern portion of the parcel. Sanborn Fire Insurance maps in the northern portion of the site indicate a UST present in the approximate location of UST No. 1. However, some inconsistencies are indicated in the exact location and tank dimensions between the Sanborn maps and the UST removal reports. In addition, other historic operations of potential concern, such as a machine shop and electrical substation, were located in the northern portion of the site.

- A former tire center is located at the Costco Retail Center. The tire center was constructed in approximately 1985. No records were identified at the HFD for this past operation. However, based on similar operations, hazardous material use is considered likely. In addition, automobile lifts were apparently present in the building. There is a potential that the lifts were hydraulic and used hydraulic oils. However, based on the date of construction of the building, it is unlikely the hydraulic fluids contained polychlorinated biphenyls (PCBs).

#### Area 2

##### Cannery Park

- Cannery operations were conducted in the Cannery Park area of the site since the 1890s. Historic industrial activities at Cannery Park may have resulted in previously unidentified environmental impacts. Former activities of potential concern include a transformer house near the center of the site, hazardous material storage in the northeastern portion of the site, and transformers and a lift truck repair shop in the southeastern area of the site.

##### Vacant Parcel (Between Cannery Park and Railroad Tracks)

- Two USTs were previously located on the vacant parcel from historic cannery operations conducted on the site. A 30,000-gallon concrete fuel oil, and a 4,000-gallon redwood UST containing oily water were removed in 1990, and contaminated soil was excavated from the site. Soil analytical data indicates elevated levels of TPH-d and Total Oil and Gas (TOG) remained in the soil on site following remediation. In addition, TPH-d was found in the groundwater during the final groundwater monitoring event at the site. Due to the low levels of

contaminants in the groundwater shown to be decreasing over time, case closure was issued to the site in 1997.

- A limited soil investigation was performed at three former electrical transformer locations. PCBs were detected at up to 1.49 ppm in the soil. Based on available data, it appears no further investigation or remediation of the PCBs was conducted.
- Cannery operations were conducted in this area of the site since the 1890s. Historic industrial activities at the vacant parcel may have resulted in previously unidentified environmental impacts. Former activities of potential concern include a machine shop and solvent storage area in the southeastern area of the site.

#### United Can Company

- Cannery operations on this portion of Area 2 date back to before the turn of the century. The current and former site operations may have adversely impacted the soil and/or groundwater quality beneath the site. Onsite operations have included cooking, canning and warehousing operations, can manufacturing boilers and associated fuel oil tanks to provide heat for cooking operations, electrical transformers for onsite electrical service, and ancillary machine shop and trucking operations. In addition, several current areas of potential concern were observed during the site reconnaissance, including aboveground lacquer storage tanks, and outdoor hazardous material and hazardous waste storage areas. An existing UST containing butyl cellulose is also present on site.
- A release occurred from 500-gallon sump located at the Lift Truck Shop, in the southeast end of the main United Can building. Perchloroethylene (PCE) and oil and grease were detected in the soil beneath the sump. In May 1996, the sump was removed, and soil samples taken from the excavation yielded only low levels of PCE. Groundwater is found at approximately 45 feet bgs at the site, and was not encountered during the Lift Truck Sump investigation.

#### Cannery Court

- The largest area of known environmental concern identified in the Cannery Redevelopment Area is the chlorinated volatile organic compounds (VOCs) previously identified in the groundwater in the southern portion of Area 2. The presence of the VOCs in groundwater beneath this portion of Area 2 could adversely impact unrestricted use of this area.
- Three USTs were removed from the 21 Cannery Court site, and soil was excavated to a depth of 10 feet, which was considered the practical limit of excavation due to the close proximity to the building. Soil and groundwater samples collected downgradient of the prior USTs detected no petroleum hydrocarbons, and indicated that the contamination appeared to be limited to the immediate vicinity of the prior fuel dispensing island. Elevated levels of total extractable hydrocarbons were found in the soil and in the groundwater. In 1997, the site was issued closure.



- PCBs were identified in the soil in a triangular-shaped area northwest of the 21 Cannery Court building. PCB-contaminated soil above the screening level for industrial use of 1 parts per million (ppm) was removed from the site. However, soil containing PCBs above the screening level for residential standards of 0.22 was left in place.
- Cannery operations on this portion of Area 2 have been conducted since the 1950s, and a furniture refinishing area was identified in the northeastern portion of the 24 Cannery Court building in the approximately 1990. In addition, agricultural land use was conducted on the site prior to this time. Although extensive investigations have been conducted at this site as part of the UST and VOC groundwater plume investigations, current and historic industrial activities at Cannery Court may have resulted in previously unidentified environmental impacts.
- Past agricultural land use in the southern portion of Cannery Court has resulted in the use of DDT, based on limited soils results, and potentially other pesticides. Of particular concern is potential mixing and storage areas, where concentrated forms of the pesticides may have been handled and stored.

#### Select Foods Inc.

- Two 10,000-gallon diesel USTs and one 8,000-gallon diesel and gasoline UST were removed in 1999 from the Select Foods site. Petroleum-contaminated soil was removed following tank removal, but contaminated soil persisted beyond a depth of 26 feet, the total depth of the excavation. The case is currently open with the Alameda County Department of Environmental Health (ACDEH).
- Current and former site operations, including existing and removed AST/USTs from current site operators, former operations by Gillig Brothers auto body manufacturing, and Luthy Company battery manufacturing facility, may have adversely impacted the soil and/or groundwater quality beneath the site.

#### Centennial Park

- Past agricultural land use in the Centennial Park may have resulted in the use of various pesticides, including DDT and other pesticides acceptable for use in the past but currently believed to pose potential environmental concerns.

#### Shell Oil Gas Station

- A Shell Oil Company gas station existed at 101 A Street (initially known as 109 A Street) from 1960 to 1980, at the southeast corner of A Street and Meekland Avenue. There are no records of an environmental investigation after this station was closed.

### **Area 3**

#### Bigham-Taylor Roofing

- Soil and groundwater contamination by petroleum hydrocarbons has been identified at a former UST location on the Bigham-Taylor Roofing property. Relatively high concentrations of TPH-g and benzene were noted in the most-

recent groundwater sample.

#### 512 Claire Street

- A gravel-bottomed sump is apparently located in a paint booth at this location. If confirmed, this could represent a possible significant route of release of hazardous substances to soil and groundwater. The sump has reportedly never been pumped out.

#### Shalo's Refinishing

- The current and historic industrial activities at Shalo's Refinishing may have resulted in previously unidentified environmental impacts. Hazardous materials used in these operations have included chlorinated solvents, and the HFD has identified a variety of deficiencies regarding chemical and hazardous waste storage, housekeeping, and documentation.

#### Other Sites

- At several sites (570 C St., 22721 Alice St., 529 C St.), HFD hazardous materials inspections have identified a variety of deficiencies regarding storage, housekeeping, and documentation.

#### Groundwater

- The existence of relatively high concentrations of PCE and trichloroethene (TCE) in a groundwater contaminant plume approximately 1,200 feet to the northeast (upgradient in terms of groundwater flow) is a concern for Area 3. The chemicals are relatively resistant to degradation, and may have migrated with the contaminant plume to affect groundwater beneath a portion of Area 3.

## 2.0 AREA 1 ASSESSMENT

### 2.1 SITE CHARACTERISTICS

#### 2.1.1 Location of Site

Area 1 comprises the Northwest Industrial Area of the Cannery Redevelopment Area, and encompasses approximately 37 acres of mixed commercial and industrial land. The area is bordered on the south by A Street, and extends along the west side of the Union Pacific Railroad tracks and east of Hathaway Avenue. The northern end of Area 1 is bordered by the perimeter of residential lots along Mero Street. According to the City of Hayward, Area 1 is included, by reference, in the Santa Clara Neighborhood, which consists primarily of single-family residential land use, along with commercial and office facilities, and some industrial properties.

The major locations in Area 1 include the following:

- Costco Retail Center, 22330 Hathaway Avenue 94541
- Owens Brockway Glass Container, Inc., 22302 Hathaway Avenue } 94541
- Multi-Tenant Warehouse, 22300 Hathaway; and
- Owens Brockway Warehouse, 22302 Hathaway Avenue.

The locations described above are associated with various parcels and landowners. In addition, multiple street addresses have been assigned to these parcels over time. Table 2-1 presents the available parcel numbers, acres, landowners and property addresses associated with the locations in Area 1.

#### 2.1.2 Physical Characteristics of Site and Vicinity

##### 2.1.2.1 Topography

The topography of Area 1 and the surrounding area is characterized as relatively flat. The United States Geological Survey (USGS) 7.5-minute map of the Hayward, California Quadrangle shows that the elevation of Area 1 ranges from approximately 55 to 70 feet above mean sea level (msl), with the land surface sloping very gently to the west. Surface runoff at Area 1 is captured by a storm drain system with inlets located in the parking areas. The storm water runoff discharges to the City of Hayward municipal storm drain system. The nearest



surface waters to Area 1 are San Lorenzo Creek, located approximately 0.8 miles to the north, and the San Francisco Bay, located approximately 2.75 miles to the west.

#### 2.1.2.2 Geology/Hydrogeology

Area 1 is located in the greater San Francisco Bay Area of the Pacific Coastal Range geomorphic province, which is characterized by a mixture of marine and nonmarine sedimentary rocks that are overlain by alluvial materials (RWQCB, 1999). According to site investigations conducted on adjacent properties, Area 1 is located within the San Lorenzo alluvial cone hydrogeologic unit of the East Bay Plain (E&K, 1993). The region is bounded by the San Leandro alluvial cone to the north, the foothills of the Diablo Range to the east, the Niles cone to the south, and San Francisco Bay to the west. The East Bay Plain includes an alluvial area near the foothills of the Hayward Hills and a marshland area adjacent to the San Francisco Bay (Golder, 1996).

The San Lorenzo alluvial cone consists of a series of coalescing alluvial fan deposits derived from the drainage basin of San Lorenzo Creek, which drains the western slope of the Diablo Range. The deposits in the area consist of a mixture of poorly consolidated to unconsolidated clay, silt, sand, and gravel. Shallow, unconfined and discontinuous perched aquifers and clay beds extend to a depth of approximately 50 feet below ground surface (bgs). Water levels in the shallow aquifers may vary seasonally. The shallow aquifers are generally used for irrigation only. The shallowest confined aquifer in the vicinity of Area 1 is reportedly the Newark Aquifer which is located at a depth of approximately 50 to 130 feet bgs, and is separated from the shallow unconfined aquifers by a clay aquitard (Golder, 1996). Below the Newark Aquifer, the Centerville and Fremont aquifers are found to depths up to 400 feet bgs; other aquifers below 400 feet comprise the lower aquifer zone.

Based on groundwater investigations conducted in Area 1 and the surrounding area, the depth to first-encountered groundwater ranges from approximately 22 to 38 feet bgs (Golder, 1996; RES, 1994; Heilshorn, 1999). The saturated zones extend to approximately 40 to 50 feet bgs in the vicinity of the Site, and are underlain by unsaturated silty clay or sandy clay confining layers up to approximately five feet thick (RES, 1994).

The groundwater gradient established in the Area 1 site investigations is generally west to southwest, which is consistent with regional groundwater flow patterns (RWQCB, 1999). However, the groundwater measurements also indicated a trend of west-northwest groundwater flow in the summer months and a south-southwest groundwater flow in the winter and spring months, representing an approximately 90 degree shift in direction (RES, 1994).

Groundwater in the San Lorenzo alluvial cone is used primarily for industrial water supply and for irrigation (RWQCB, 1999). The City of Hayward acquires its drinking water from the San Francisco Water Department's Hetch Hetchy Aqueduct, which originates from the Tuolumne River system. Before the 1950's, groundwater was the main source for the City's water supply. The City's emergency water supply system uses groundwater, and a water-supply well is located at the Alameda County complex approximately one-half mile south of Area 1. The total depth of this well is 560 feet, with the screened interval in the lower aquifer zone.

Based on Alameda County Department of Public Works and Sanborn fire insurance maps, at least one high-capacity water supply well existed within Area 1, in the central portion of the Hunt-Wesson cannery (Costco parcel). The well depth was 600 feet, and the diameter was 12 inches. It is not known whether this well was properly sealed during site demolition of the cannery in 1984. Additional wells are located a short distance outside Area 1 in all directions. The current status of these wells is unknown.

### **2.1.3 Current Uses of the Site**

#### **Costco Retail Center (22330 Hathaway Avenue)**

The Costco Retail Center occupies approximately 11.19 acres, and is comprised of a large discount retail store and a small former tire center building. The buildings total 111,938 square feet. Areas surrounding the buildings house customer parking and truck loading.

#### **Owens Brockway Glass Container, Inc. (22302 Hathaway Avenue)**

The Owens Brockway Glass Container, Inc. (Owens Brockway) facility occupies approximately 8.25 acres, and is engaged in glass container manufacturing for the food and beverage industry. The site houses four primary buildings totaling 151,587 square feet. Areas surrounding the buildings house ancillary equipment, aboveground tanks, and other storage areas.

### **Multi-Tenant Warehouse (22300 Hathaway Avenue)**

The 22300 Hathaway Avenue warehouse building occupies approximately 5.61 acres, and houses two tenants. American Polyfoam Company, Inc., (American Polyfoam) is a wholesale foam fabricator located at the south end of the building. Shurgard Storage To Go (Shurgard) provides personal property storage. The building is comprised of approximately 152,950 square feet, and is surrounded by parking and truck loading areas.

### **Owens Brockway Warehouse (22302 Hathaway Avenue)**

The Owens Brockway warehouse is situated on approximately 11.65 acres of land, which is a separate parcel from the main Owens Brockway facility. The building includes approximately 393,894 square feet, and is surrounded by parking and truck loading areas.

#### **2.1.4 Past Uses of the Site**

A variety of historical records were obtained and/or reviewed as part of this TBA. These records included, but were not limited to, the following:

- Historical Aerial Photographs
- Historic Sanborn Fire Insurance Maps
- City Directories
- Building Permits
- Prior Environmental Reports

In addition, telephone interviews with site occupants provided historical information in some cases. The results of this historical research are presented in the following sections.

##### **2.1.4.1 Historical Aerial Photographs**

Historical aerial photographs with coverage of the site were available for the years 1946, 1947, 1954, 1957, 1959, 1963, 1966, 1968, 1973, 1977, 1983, 1988, 1992 and 1999 from Pacific Aerial Surveys. The photographs were reviewed for indications of past activities and uses of the site and vicinity. Table 2-2 provides a summary of observations from the historical aerial photographs.

#### 2.1.4.2 Sanborn Fire Insurance Maps and Other Sources

Sanborn Fire Insurance Maps for 1893, 1896, 1903, 1907, 1923, 1948, 1950, 1953, 1956, 1957 and 1966 were obtained and reviewed for indications of past activities and uses of the site and vicinity. The area has been developed with primarily industrial land use during this period. Table 2-3 provides a summary of observations from Sanborn maps. Figure 2-1 shows a selected portion of the 1896 Sanborn Fire Insurance Map for Area 1.

Historical occupancy information was reviewed by ITSI from several sources including; an Environmental Data Resources, Inc. (EDR) City Directory report; Hayward Building Department (HBD) files, and prior environmental reports in HFD files. In addition, telephone interviews conducted with site occupants provided some limited historical information. Table 2-4 provides a summary of historical land uses in Area 1 identified by these other sources. It should be noted that historical records showing site occupancy were ordered based on the site address list provided by the City of Hayward. As a result of data gaps in the list, records from these other sources were not obtained for certain parcels. These data gaps included primarily sites in which secondary addresses were later identified. Map-based historical research (i.e., historical aerial photographs and Sanborn maps), building permit reviews, and HFD file reviews were conducted for all portions of Area 1.

#### **2.1.5 Current and Past Uses of the Adjoining Properties**

The immediate vicinity surrounding Area 1 includes primarily residential properties, along with some commercial and industrial properties. ITSI observed the following surrounding uses during the Site reconnaissance.

##### North

- Area 1 is bordered to the north by residential properties along Mero Street, Times Avenue, and Gribben Avenue. Residential properties are also located to the northeast across the railroad tracks

##### South

- The southern boundary of Area 1 is the A Street overpass, followed by the portions of Area 2 housing the Select Foods industrial property. Residential properties are also located on the south side of A Street, west of Amador Street and Select Foods.

#### East

- The Union Pacific railroad tracks border Area 1 to the east. Across the railroad tracks are various small, light industrial properties located along Meekland Avenue, and housing primarily automobile-related businesses. Residential properties are located across the railroad tracks along Meekland Avenue in the northern portion of Area 1, and farther east across Meekland Avenue.

#### West

- The western boundary for Area 1 is Hathaway Avenue, followed by primarily residential properties. Some commercial establishments are located across Hathaway Avenue at the southern end of Area 1, near the intersection with A Street.

Past uses of the adjoining properties are predominately similar to existing land uses. Further discussion of off-site environmental conditions is presented in Section 2.3 of this report.

## **2.2 RESULTS OF SITE RECONNAISSANCE AND INTERVIEWS**

A site reconnaissance of Area 1 was conducted on February 7, 2001 by Ms. Anita Trafficante and Mr. Mark Sorensen of ITSI. According to the Scope of Work for this project, ITSI did not physically enter any of the properties. All site observations were made from either public property or public right-of-ways.

ITSI attempted to contact current property owners or occupants in Area 1, and conduct telephone interviews concerning the historical and present usage and/or presence of hazardous substances and petroleum products. Residential property owners were not contacted during the interview task per guidance from the City of Hayward, due to the sensitive nature of potential concerns regarding redevelopment plans and the preliminary status of the redevelopment project.

The results of the site reconnaissance are presented below. Appendix A provides a selection of photographs from each area. Relevant information obtained through the interview process is incorporated into the following discussion. Copies of the telephone interview questionnaires are included in Appendix B.

### **Costco Retail Center (22330 Hathaway Avenue)**

The Costco Retail Center was observed to house a main retail store surrounded by customer parking areas, truck parking areas, and truck loading docks. An enclosed storage area was observed along the southern perimeter of the building, and appeared to house shelving and miscellaneous supplies. Truck docks were located at the southern and eastern sides of the building. A small parcel beneath the A Street overpass directly south of the Costco site was observed to contain miscellaneous construction debris, railings, and pallets. The area was fenced and not accessible to ITSI, however, it appears this lot is owned by the City of Hayward, presumably as part the overpass easement, and is included in Area 1.

A second smaller building housing a former tire center is located on the northern end of the Costco lot. The building was labeled with a 22320 Hathaway Avenue address, however, no signage indicating current commercial use was identified. ITSI observed the building as being used for Costco truck maintenance at the time of the site reconnaissance. Hazardous material containers, typical of an automobile facility, were observed through open dock doors. However, no additional information on the building use was available.

### **Owens Brockway Glass Container, Inc. (22302 Hathaway Avenue)**

The Owens Brockway glass container manufacturing facility is located directly north of the Costco site along the railroad tracks. The facility is located behind the 22300 Hathaway Avenue warehouse, and has no frontage along Hathaway Avenue, with the exception of a long driveway located between the 22300 and 22302 Hathaway Avenue warehouses that provides access to the main facility entrance.

The bulk of the manufacturing operations appear to be housed in the northern and central portions of the lot. Facilities observed at the northern end of the Owens Brockway glass plant included a 300,000-gallon water tank; a fire pump house; a Minor Ingredients building, a propane tank, and a Liquefied Petroleum Gas (LPG) fueling station. The central portion of the facility appears to house the main plant building and several aboveground storage tanks (ASTs). The ASTs included a 64,000-gallon diesel tank, along with a smaller AST without visible labels from public-right-of way areas, both of which were located in a concrete block containment area

identified as the Hot End Oil Containment Area. A large waste oil AST was visible on the lot, along with an outdoor waste storage area containing 55-gallon drums. The drum storage area was covered and sloped with a surrounding berm. An office building was also observed in the central portion of the site. The southern end of the manufacturing facility housed a warehouse building, followed by an outdoor pallet storage area.

According to the information obtained in the telephone interview with the site, hazardous material storage at Owens Brockway includes a 6,000-gallon diesel AST, an 8,000-gallon used oil AST, and 300-gallon portable tanks located in indoors. An oil-water separator is reportedly present on site, and is periodically cleaned out by a contractor. PCBs were reportedly removed from onsite electrical equipment.

#### **Multi-Tenant Warehouse (22300 Hathaway Avenue)**

The 22300 Hathaway Avenue warehouse building was observed to house the American Polyfoam tenant space on the southern end of the building. A parking area and truck docks were located outside the building, and dumpsters and piles containing scrap foam were visible. The Shurgard tenant space at the northern end of the building also included parking and truck docks outside the building. Warehouse activities were not visible from the public right-of-ways.

#### **Owens Brockway Warehouse (22302 Hathaway Avenue)**

The Owens Brockway warehouse is located at the northern end of Area 1. The lot includes parking and truck docks on the northern and southern ends of the building. Warehouse activities were not visible from the public right-of-ways.

### **2.3 RECORDS REVIEW**

To evaluate potential environmental concerns regarding the site and surrounding properties, regulatory agency records were reviewed for historic or ongoing environmental enforcement actions. This consisted of a review of available records or conversations with personnel from the following sources:

- Environmental Data Resources, Inc. (EDR)
- Hayward Fire Department



- Alameda County Department of Environmental Health
- California Regional Water Quality Control Board, San Francisco Bay Region

### **2.3.1 Environmental Data Resources, Inc. (EDR)**

An electronic database search was performed for Area 1 and vicinity by EDR. The EDR electronic database search included environmental databases for federal, state, and regional regulatory agencies applicable for a Phase I Environmental Site Assessment (ESA) performed according to ASTM E-1527 standards. Due to the large acreage (approximately 37 acres) and the irregular shape of Area 1, a specialized EDR report (Area Study) was ordered which plots the site boundaries and the one-mile surrounding radius required by ASTM standards. An electronic copy of the EDR report is included in the attached CD-ROM, and a description of the databases searched is included in the EDR report.

The database report was reviewed to note reported releases in Area 1 or in the surrounding vicinity that indicate an environmental condition which could potentially impact the site.

Reported release sites listed in the regulatory agency database search report were evaluated with respect to the nature and extent of the release, the distance of the reported release from the site, and the position of a reported release with respect to known or expected local and/or regional groundwater flow direction (i.e., west-southwest). Generally, reported release sites located within 0.5 mile upgradient, 0.25 mile cross-gradient, or adjacent downgradient were considered to have a potential to impact the Site, and are discussed below. Properties which were listed in the database search report but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release) were not considered to have a potential to impact the site. Any non-release sites identified in Area 1 are discussed.

#### **2.3.1.1 Site Listings**

A review of the EDR database report indicated the following site addresses listed on environmental databases:

#### **22300 Hathaway Avenue**

The 22300 Hathaway Avenue site address is listed under The Price Club as a closed leaking underground storage tank (LUST) site. ITSI reviewed files at the HFD for the site. The LUST listing refers to an environmental cleanup which was conducted prior to the construction of the

existing Costco Retail Center, as a result of historic USTs on the property from former Hunt Wesson/United Can operations on the site. The Price Club previously occupied the 22300 Hathaway Avenue warehouse, beginning in approximately 1984 when The Price Company purchased the cannery property and the plant was demolished.

In 1990, prior to construction of a new Price Club building (the current Costco Retail Center), an environmental investigation was required by the HFD. Four underground structures associated with the former cannery operations, including three concrete fuel oil storage vaults and one redwood pickling pit containing petroleum oil, were identified and removed (HFD, 1994). The concrete USTs were identified as UST Nos. 1, 2, and 3, and were approximately 77,000 gallons, 58,000 gallons, and 30,000 gallons in size, respectively (HFD, 1994). The pickling pit size was identified in HFD files as unknown. UST No. 1 was located southeast of the tire center building, in an area which straddles the paved area of the site, and the northeast corner of the current Costco Retail Center building. UST No. 2 was located in the area beneath the current Costco Retail Center building, which was constructed subsequent to the UST cleanup. UST No. 3 and the pickling pit were located in the paved area south of the current Costco Retail Center building.

During 1990 and 1991, soil remediation activities were conducted at The Price Club site, including the excavation of a total of 30,160 cubic yards of soil (RES, 1994). Contaminants consisting of TPH-d, TPH-g, benzene, toluene, ethylbenzene and xylene (BTEX), and TOG were detected in the soil (RES, 1994). Approximately 1,200 cubic yards of soil were removed from the UST No. 1 excavation to a depth of 13 feet below grade. Approximately 3,200 cubic yards of soil was removed from the UST No. 2 excavation to a depth of 34.5 feet below grade. Approximately 25,760 cubic yards of soil was removed from the UST No. 3 and pickling pit excavation to a depth of 38 feet below grade. Confirmatory soil samples from all three excavations identified nondetect to very low levels of petroleum hydrocarbons (well below action levels) remaining in the soil (RES, 1994). Floating product was identified on the groundwater in the UST No. 3 and pickling pit excavation. The contaminated groundwater was removed by vacuum truck in September 1991 (RES, 1994).

A full groundwater investigation was initiated in August 1992, subsequent to completion of the new Price Club warehouse. Nine monitoring wells were installed. Groundwater was identified at 32 to 38 feet bgs. Groundwater gradient at the 22300 Hathaway Avenue site was shown to have seasonal variations, which appeared to be west to west-northwest in the summer and south to southwest in the winter and spring.

Low levels of TOG were detected in one groundwater sampling event, and were not detected in the three subsequent quarterly monitoring events (RES, 1994). TPH-d, TPH-g, and BTEX were not detected in the groundwater (RES, 1994). The Price Club site was issued closure in October 1994 (HFD, 1994).

In addition to the LUST investigation, ITSI reviewed prior environmental reports in the HFD files, which identified historical features at the 22300 Hathaway Avenue site. A former electrical substation was identified adjacent to UST No. 1 to the south (Clayton, 1990a). Soil sampling for PCBs was recommended, however, documentation of PCB testing was not unavailable.

Aboveground caustic and brine tanks were reportedly located southwest of UST No. 1, and aboveground vinegar tanks were reportedly located west of UST No. 3 (Clayton, 1990a). Soil samples in the vicinity of these former tanks were analyzed for pH, and results showed neutral levels.

The Price Club site was also listed in the EDR report as a small quantity hazardous waste generator. Waste oil was generated at the site, presumably by the tire center. Metal sludge wastes were also generated, presumably from a photodeveloping laboratory at the Price Club identified in HFD files.

### **22302 Hathaway Avenue**

The 22302 Hathaway Avenue site address is listed under Diamond Bathurst as an open LUST site. ITSI reviewed files at the HFD for the site. The Owens Brockway glass plant has been previously identified under the names Diamond Bathurst and Anchor Glass Container Corporation. Petroleum hydrocarbons have impacted the subsurface at the site from several sources.

These sources included an 8,000-gallon diesel UST and a 1,000-gallon gasoline UST removed in 1985 (Golder, 1996). No soil contamination was identified beneath the 8,000-gallon diesel tank. However, soil contamination up to 4,200 ppm TPH-g was detected in the 1,000-gallon gasoline tank excavation. A groundwater monitoring well installed in the vicinity of the former USTs in 1986 identified up to 47 ppm total volatile hydrocarbons (TVH), and up to 0.90 ppm benzene, toluene and xylene (BTX). TVH was detected in the groundwater at 63 parts per billion (ppb), along with toluene and xylene at 1.4 ppb and 1.1 ppb, respectively. A 350-gallon diesel UST was also removed from the site in 1986 (Golder, 1996). However, no extractable hydrocarbons were detected in the soil.

Additional releases occurred at the 22302 Hathaway Avenue site from diesel product pipelines in 1991 and 1993 (Golder, 1996). The 1991 pipeline release resulted in the excavation of approximately 27 cubic yards of petroleum contaminated soil from a depth of up to 8 feet. However, contamination was left in place due to potential risks of structural damage from continuing the excavation. TPH-d was detected at up to 3,400 ppm at a depth of approximately 2 feet along the southern wall of the excavation (Golder, 1996). Petroleum contamination in the soil at the base of the excavation was removed to 29 ppm (Golder, 1996). The 1993 diesel pipeline release resulted in the excavation of approximately 4,700 tons of soil from a depth of up to 33 feet. Groundwater in the excavation was observed to have a petroleum sheen.

An investigation was conducted in 1996 to define remaining soil and groundwater contamination from these sources. Soil borings from the area of the 1993 pipeline release identified up to 10,000 ppm TPH-d at 30 feet bgs and up to 3,700 ppm at 37 feet bgs (Golder, 1996). In addition, benzene was identified at up to 0.086 ppm. Benzene was not detected in any other soil borings conducted in 1996.. Toluene was detected at very low levels in two locations (up to 0.025 ppm), below the associated action level.

A soil boring in the vicinity of the former 1,000-gallon gasoline UST identified up to 3,900 ppm TPH-g at 21.5 feet bgs (Golder, 1996). TPH-d was also detected at this location at 7,900 ppm at 21.5 feet bgs, decreasing to 260 ppm at 27.5 feet bgs (Golder, 1996). Ethylbenzene and xylene

were also detected in the vicinity of the former 1,000-gallon gasoline UST at depth of 21.5 feet bgs at 15 ppm and 23 ppm, respectively (Golder, 1996).

In addition, one of the soil samples from the area of the 1991 diesel pipeline release identified 2,200 ppm at 3.5 feet bgs and 1,600 feet bgs. This was interpreted to be petroleum hydrocarbons left in place due to limits on the feasibility of the soil excavation in this area (Golder, 1996).

Three monitoring wells were tested during the 1996 investigation. The depth to groundwater was determined to be approximately 25 feet bgs, with a gradient generally to the west-southwest. Sampling of the groundwater from the area of the 1993 diesel pipeline release identified up to 500 ppb TPH-g; 3,900 ppb TPH-d; 5 ppb benzene; and 1 ppb ethylbenzene. These levels decreased in the downgradient wells to nondetect for TPH-g and BTEX, and 210 ppb for TPH-d.

The 1996 investigation concluded that the primary sources of the TPH contamination had been largely removed from the site, as evidenced by the low levels of TPH identified in the unsaturated zone soils (Golder, 1996). The vertical extent of TPH-affected soil was believed to occur primarily in the shallow water bearing sediments, within approximately 20 and 43 feet bgs (Golder, 1996). The report also concluded that TPH-affected groundwater appeared to be limited to the vicinity of the 1993 pipeline release (Golder, 1996). The report recommended that the site be considered a low risk petroleum release site, and no further investigation be required (Golder, 1996).

Based on ITSI's file review and interviews with HFD personnel, it appears no further action has been taken at the site since the 1996 report. The 22302 Hathaway Avenue site remains an open LUST case, and will likely be required to conduct additional investigation, at a minimum testing for the presence of methyl tertiary butyl ether (MTBE), according to HFD personnel.

The 22302 Hathaway Avenue site is also listed in the EDR report under the RCRIS-LQG database, as a large quantity hazardous waste generator; the AST database for registered aboveground tanks; the TRIS database for the SARA Title III toxic chemical reporting program, and the FINDS database for the air emissions category. The Owens Brockway facility has been

issued EPA ID No. CAD051903847, and generates primarily used oil, metal-containing wastes, and chlorinated solvent wastes. Compliance violations for generator requirements are indicated in the EDR report for 1993 and 1998 inspections, although the specific violations are not listed.

Based on information in the HFD files, the facility was inspected by the EPA in 1998, and was cited for minor storage violations. A 1999 inspection by the HFD also identified minor storage violations. The facility has a consolidated hazardous material/generator permit valid through June 30, 2001. Hazardous materials listed in facility documents included chromite, inorganic oxides, cobalt oxide, nickel oxide, caustic soda, oil, diesel fuel, tetrahydrofuran, mineral spirits, and adhesives among others.

#### 2.3.1.2 Surrounding Property Listings

The EDR database search identified the following surrounding properties as release facilities surrounding Area 1 within the evaluation criteria described previously

- Ten (10) LUST records
- Seven (7) Cortese records
- One (1) CA SLIC record

Seven of the ten LUST sites identified in the surrounding area within the evaluation criteria are listed in the EDR report as closed or as having impacts to soil only, and therefore, are not considered to represent an environmental concern to Area 1. One LUST site was incorrectly mapped, and is located approximately 0.75 miles crossgradient of Area 1. This site also does not represent an environmental concern to Area 1. File reviews at HFD were conducted for the remaining two surrounding LUST sites. These sites include: Beck Roofing Company and Thrifty Oil.

Beck Roofing Company is located at 21123 Meekland Avenue, approximately 0.125 miles northwest of Area 1, and crossgradient based on regional groundwater flow patterns. During May 1991, a 1,000-gallon steel gasoline UST was removed from this site (Heilshorn, 1999). Contaminated soil was noted just below the UST and at depths of 20 to 30 feet beneath and near the former UST area, with TPH-g levels of up to 6,800 ppm. Approximately 750 cubic yards of contaminated soil was removed from the site. Contaminated groundwater was present primarily

in one of the four onsite monitoring wells, with reported concentrations of up to 7,900 ppb TPH-g and 1,500 ppb benzene. The other three wells have been closed due to the low-to-undetectable concentrations of petroleum hydrocarbons in those areas of the site. Groundwater contamination levels have declined markedly in the past five years at MW-3, with July 1999 samples showing concentrations of 490 ppb for TPH-g and 5.4 ppb for benzene. The average groundwater flow direction has been to the west-southwest, and the depth to groundwater is 28 to 33 feet. Well MW-4 was the farthest downgradient well, and the lack of contaminants in the most-recent samples suggests that the groundwater plume appears to be limited to the Beck Roofing site, and is unlikely to impact Area 1. The Beck Roofing site remains open pending final results of a risk assessment for onsite soils, where benzene is present at concentrations up to 810 ppb. Based on available information, this site does not appear to represent an environmental concern to Area 1.

Thrifty Oil is located at 207 A Street near the corner of Burbank Street, approximately 0.25 miles west of the southern tip of Area 1, and upgradient to crossgradient based on regional groundwater flow patterns. A soil and groundwater investigation in August 1986 identified groundwater contamination by TPH and benzene at concentrations up to 194,000 ppb and 19,100 ppb, respectively (GTI, 1986). An accidental release of 1,800 gallons of unleaded gasoline occurred in September 1986 (WCC, 1986). A soil-vapor extraction remedial system was operated from March 1988 through March 1996 (AquaGeo Environmental Consultants, 1996). In January 1998, three 12,000-gallon steel USTs were removed and 1,100 tons of contaminated soil were removed and disposed of offsite (PEGI, 1998).

Periodic (quarterly to monthly) groundwater monitoring has been conducted from May 1996 through October 2000. Groundwater concentrations have decreased markedly since the tank removals in January 1998 (Thrifty Oil Co., 2000). However, site information shows an easterly groundwater gradient, which is inconsistent with the general westerly gradient in the area. The monitoring wells that previously existed south and west of the former tank location were closed during tank removal activities. As a result, there is no data on the migration of groundwater contamination in the regional downgradient direction of Thrifty Oil towards Area 1, and the environmental impacts by this site upon Area 1 are unknown. Based on the distance from



Area 1, there is considered a low potential for groundwater contamination from the Thrifty Oil site to have impacted Area 1; however, the western extent of the plume has not been documented.

Six of the seven Cortese sites identified in the surrounding area within the evaluation criteria are also listed under the LUST database, and have been addressed in the discussion above. The remaining Cortese site is identified as the Piopao property, located at 100 A Street. According to the HFD, there is no environmental file for this site.

The CA SLIC site identified in the surrounding area within the evaluation criteria is listed as a closed site having impacts to soil only. Therefore, the CA SLIC site does not appear to represent an environmental concern to Area 1.

### **2.3.2 City of Hayward Fire Department**

Files were reviewed at the HFD for the sites discussed above, and select information has been incorporated into that discussion, as appropriate. In addition, meetings were held with the Mr. Hugh Murphy, HFD Hazardous Material Program Coordinator, regarding the current status of selected release sites and regional environmental issues with the potential to impact Area 1.

HFD is the local oversight agency for LUST sites within the City of Hayward. Although, ACDEH may perform the local oversight role for selected sites in Hayward on a case-specific basis. ACDEH is also the local oversight for agency for LUST sites in the area, which are outside the city limits. The RWQCB retains closure authority for sites in Hayward.

### **2.3.3 Alameda County Department of Environmental Health**

Files were reviewed at the ACDEH for the Beck Roofing site discussed above, and select information has been incorporated into that discussion, as appropriate. As mentioned above, ACDEH performs the local oversight role for selected LUST sites within Hayward on a case-specific basis, and for LUST sites in the area, which are outside the city limits.

### **2.3.4 California Regional Water Quality Control Board, San Francisco Bay Region**

Files were not maintained by the RWQCB for the release sites of potential concern identified for Area 1. Meetings were held with the Mr. Roger Brewer, Associate Engineering Geologist, regarding the RWQCB risk and cleanup criteria applicable to the entire Cannery Redevelopment

Area, including Area 1. The RWQCB holds closure authority for contaminated sites in the San Francisco Bay Region, along with the CalEPA, Department of Toxic Substances Control (DTSC). In addition, the RWQCB may serve as the lead agency for cleanups in which groundwater has been impacted, primarily those involving contaminants other than petroleum hydrocarbons, or releases involving other than LUSTs.

Discussions with the RWQCB indicated that the most recent guidance to determine if a significant threat is posed to human health and the environment applicable to sites within the Cannery Redevelopment Area with soil and groundwater contamination is the document entitled *Application of Risk-Based Screening Levels And Decision Making to Sites With Impacted Soil and Groundwater, Interim Final-August 2000*. RBSLs for soil and groundwater can be directly compared to site data, and under most circumstances, risks to human health and the environment can be considered insignificant at sites in which soil and groundwater contamination does not exceed applicable RBSLs (RWQCB, 2000). The use of RBSLs may be applied to a Tier 1 risk assessment, in which sample data are compared with RBSLs, and recommendations can be made regarding the need for further site investigation (RWQCB, 2000). Tier 2 and Tier 3 risk assessments may also be necessary at sites in which modification of the RBSLs is appropriate.

As a preliminary screening tool, ITSI compared RBSLs to sites of known contamination in the Cannery Redevelopment Area. In Area 1, the RBSLs were utilized to evaluate the Owens Brockway glass container manufacturing facility. The Owens Brockway glass plant is located in an area currently designated by the City of Hayward to be big box retail land use, as part of the redevelopment plans. As a result of this designation, RBSLs for industrial/commercial land use were utilized. It should be noted that use of these RBSLs implies land use restrictions on the property, in which future residential land use may not be permitted (RWQCB, 2000).

At the Owens Brockway glass plant, the following highest levels of the chemicals of concern were identified in the most recent site investigation (May, 1996), compared to applicable RBSLs.

Chemical of Concern	Site Data	RBSL-Soil	RBSL-Groundwater
TPH-d	10,000 ppm soil	100 ppm	
	3,900 ppb groundwater		100 ppb
TPH-g	3,900 ppm soil	100 ppm	
	500 ppb groundwater		100 ppb
Benzene	0.086 ppm soil	0.045 ppm	
	5 ppb groundwater		1 ppb
Ethylbenzene	15 ppm soil	2.5 ppm	
	1 ppb groundwater		30 ppb
Xylene	23 ppm soil	1.0 ppm	NA <sup>1</sup>

These RBSLs represent subsurface soil values, in which the contamination is located greater than 10 feet bgs, and groundwater values, in which groundwater is a current or potential drinking water source. The selected RBSLs were determined to coincide with site conditions at the Owens Brockway glass plant. It should also be noted that site data represents the highest concentrations identified, and are not necessarily representative of contamination levels throughout the impacted area. RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended.

## 2.4 CONCLUSIONS AND RECOMMENDATIONS

### 2.4.1 Conclusions

Area 1 comprises the Northwest Industrial Area of the Cannery Redevelopment Area, and encompasses approximately 37 acres of mixed commercial and industrial land. Figure 2–2 shows known and potential environmental concerns identified during this study, and Figure 2–3 provides a summary of historical industrial and agricultural land use in Area 1.

The current redevelopment plans for Area 1 include commercial land use, designated for big box retail development. Portions of Area 1, primarily in the southern end of site, have been used for industrial purposes since the early 1900s, first as the Pacific Vinegar & Pickle Works as early as 1903, followed by Hunt Wesson Foods which reportedly began large-scale cannery operations in approximately 1923. The site housed canning areas, processing areas, salt tanks, vinegar tanks,

<sup>1</sup> Not applicable.

pickling areas, boiler houses, dryer room, compressor areas, generator house, fuel storage, an electrical substation, electrical shop, and machine shop areas. These operations were expanded in approximately 1949 to include glass container manufacturing operations that continue to be conducted today at the Owens Brockway facility in Area 1.

The cannery was demolished in 1984, and a Price Club retail warehouse began occupation of the 22300 Hathaway Avenue warehouse, followed by the construction of a new Price Club store (current Costco Retail Center) in 1992.

The industrial history of Area 1, along with the current industrial operations conducted on the site, lend itself to several potential environmental concerns. These include the following:

- Soil and groundwater contamination has been identified at the Owens Brockway glass plant. Petroleum hydrocarbon contamination in the soil of up to 10,000 ppm TPH-d at 30 feet bgs in the area of the 1993 diesel pipeline release, and up to 3,900 ppm TPH-g at 21.5 feet bgs in the vicinity of the former 1,000-gallon gasoline UST have been identified. Benzene was identified in the soil in the vicinity of the 1993 pipeline release at up to 0.086 ppm. In addition, ethylbenzene and xylene were also detected in soil in the vicinity of the former 1,000-gallon gasoline UST at a depth of 21.5 feet bgs at 15 ppm and 23 ppm, respectively. During the most recent groundwater monitoring conducted in 1996, petroleum hydrocarbons were identified at up to 500 ppb TPH-g; 3,900 ppb TPH-d; 5 ppb benzene; and 1 ppb ethylbenzene. These levels were primarily located in the area of the 1993 diesel pipeline release, and decreased in downgradient wells to nondetect for TPH-g and BTEX, and 210 ppb for TPH-d.

No additional investigation work was been conducted at the Owens Brockway site since 1996. Although a closure request has been submitted to HFD, the LUST case remains open. Based on available data, petroleum hydrocarbons in soil and groundwater contamination at Owens Brockway exceeds RBSLs. The contamination does appear to be limited in extent to the general area of the releases. Although the RBSLs do not necessarily represent cleanup levels, a preliminary screening utilizing these values indicates additional investigation and potentially remediation may be required.

- The current and historic industrial activities at the Owens Brockway glass plant may have resulted in previously unidentified environmental impacts. Hazardous materials used in these operations have included inorganic oxides, oil, diesel fuel, tetrahydrofuran, mineral spirits, and adhesives among others.
- The site of the 22300 Hathaway Avenue multi-tenant warehouse has been part of historic cannery operations, and has housed various structures and storage or

equipment areas. No record of environmental investigation of this parcel to determine potential impacts from historical uses was available.

- An electrical substation was identified on historical maps of the cannery site in the location of the current Costco Retail Center. It appears the substation was located near and partially beneath the northeast corner of the current Costco building. A review of site investigation reports conducted during the development of the site by Price Club did not identify testing for PCBs. Based on available information, there is a potential for PCBs to be present on site from historic activities.
- Historic cannery operations occupied the Costco Retail Center parcel. Three historic USTs from former cannery operations were removed from the site, and extensive remediation, including the removal of 30,160 cubic yards of soil, was conducted. A majority of the remediation work was performed in the southern portion of this lot, in the area of one of the historic USTs (UST No.3). More limited remediation was conducted in the northern portion of the site, surrounding the other two historic USTs (UST No.1 and No.2). The site was issued regulatory closure in 1994. There is a potential that previously unidentified environmental impacts may remain on site from historic cannery operations, particularly in the northern portion of the parcel. A UST on Sanborn maps in the northern portion of the site was identified in the approximate location of UST No. 1. However, some inconsistencies are indicated in the exact location and tank dimensions between the Sanborn maps and the UST removal reports. Therefore, it cannot be confirmed that the Sanborn tank is the UST that was removed.

In addition, other historic operations of potential concern, such as a machine shop, were located in the northern portion of the Costco site. The location of much of the historic operations in the northern portion of the site would be beneath the existing building. Currently, the proposed redevelopment plans indicate no changes in land use for the Costco site. However, in the event that an alternate land use is considered, the potential for environmental impacts in the northern portion of the Costco site should be reevaluated.

- A former tire center is located on the Costco parcel. The tire center was constructed in approximately 1985. No records were identified at the HFD for this past operation. However, based on similar operations, hazardous material use is considered likely. In addition, automobile lifts were apparently present in the building. There is a potential that the lifts were hydraulic and used hydraulic oils. However, based on the date of construction of the building, it is unlikely the hydraulic fluids contained PCBs. Based on available information, further investigation of the former tire center may be required.
- Many of the buildings on site have the potential to contain ACMs and LBP. A survey for these materials was not included in this Scope of Work. The only definitive method of determining whether ACMs or LBP are present is to collect samples for laboratory analysis. If ACMs or LBP are identified, professionally trained and certified individuals may be required during demolition, or during remodeling or renovation procedures, which may disturb these materials.

Past agricultural land use in the northern portions of Area 1 may have resulted in the use of various pesticides, including DDT and other pesticides acceptable for use in the past but currently believed to pose potential environmental concerns. Of particular concern is mixing and storage areas, where concentrated forms of the pesticides may have been handled and stored.

#### 2.4.2 Recommendations

To evaluate the potential unrestricted use of sites within Area 1, additional information may be needed. This would likely include onsite inspections of industrial and commercial properties within Area 1 to evaluate potential environmental concerns relating to current and historic site operations, the potential presence of ACM and LBP in onsite structures, and the presence of undocumented water wells. Additionally, depending on future land use considerations, limited testing of shallow soils for pesticides may be warranted in those areas in the northern portion of Area 1 with past agricultural use.

Additional recommendations for specific sites within Area 1 include the following:

- Additional information on subsurface soil/groundwater quality at the Owens Brockway glass plant is warranted due to the presence of elevated levels of TPH and BTEX compounds in the soil and groundwater. The presence of petroleum hydrocarbons at the concentrations reported for the Owens Brockway site could adversely affect potential future use of the site. Vapor-phase contaminants present in soil gas in equilibrium with contaminated soil and/or groundwater can migrate upward and adversely affect indoor air quality in enclosed structures located above the contaminated soil and/or groundwater. Depending on future land use considerations, the potential risks to future site occupants from the presence of petroleum hydrocarbons in the subsurface may require evaluation.
- Previously unidentified adverse impacts to subsurface soil and groundwater may be present on the Costco parcel as a result of historical cannery operations. In the event that an alternate land use is considered for the Costco parcel, additional subsurface investigation in the northern portion of the Costco parcel may be warranted.
- Current and/or historical industrial activities at the Owens Brockway glass plant and the 22300 Hathaway Avenue multi-tenant warehouse may have resulted in previously unidentified adverse impacts to subsurface soil and groundwater. A more comprehensive review of current and historic industrial activities may be warranted, along with an onsite inspection, to evaluate other potential sources. Investigations of subsurface soil/groundwater quality may be required at one or more additional sites based on the results of onsite inspections. Specific areas of

contaminants?

concern would be the potential presence of undocumented USTs, sumps or pits, the presence of stained pavement or soil, or evidence of degraded or etched pavement. Of particular interest are sites where deficiencies in chemical and hazardous waste storage and housekeeping were previously noted during HFD inspections.

- A more comprehensive review of current and historic activities at the Tire Center is warranted, including an onsite inspection, to determine whether potential areas of concern are present. Investigations of subsurface soil/groundwater quality may be required at one or more additional sites based on the results of the onsite inspection.



### 3.0 AREA 2 ASSESSMENT

#### 3.1 SITE CHARACTERISTICS

##### 3.1.1 Location of Site

Area 2 encompasses approximately 67 acres of primarily industrial land. The area is bordered on the north by A Street and on the south by Winton Avenue. The Union Pacific Railroad tracks traverse Area 2 in a northwesterly direction, and land on both sides of the railroad tracks is included in Area 2. A majority of Area 2 is located on the east side of the railroad tracks and lies within the Burbank Neighborhood, bordering a residential section of the neighborhood which is considered one of the oldest residential areas in the City of Hayward.

The major land uses in the eastern portion of Area 2 include the following:

- Amtrak Station located along A Street and Meekland Avenue;
- Cannery Park located between B Street and C Street at Burbank Street;
- Vacant parcel between Cannery Park and railroad tracks;
- United Can facility located at 199 C Street;
- Filbert Warehouse located along Filbert Street between C Street and Meek Avenue;
- GSC Logistics warehouse located at 24 Cannery Court;
- Foster Farms Dairy located at 21 Cannery Court;
- Railroad right-of-ways located along the western boundary;
- Burbank School located at 353 B Street;
- Vacant land along A Street between Meekland Avenue and Burbank Street; and
- Various residential parcels along B Street between Meekland Avenue and Burbank Street, along C Street at Filbert Street, and along Myrtle Street between Winton Avenue and Meek Avenue.

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A small section of Area 2 is located on the western side of the railroad tracks and lies within the Santa Clara Neighborhood. The major land uses in the western portion of Area 2 include the following:

- Select Foods property located at 22700 Amador Street;

- Residential lot located at 22840-22844 Amador Street; and
- Centennial Park located along the railroad tracks and south of Elmwood Lane.

The land uses described above are associated with various parcels and landowners. Current records at the City of Hayward Planning Department indicate the parcel numbers provided to ITSI for several properties in Area 2 have been changed due to revisions to the parcel maps. In addition, multiple street addresses have been assigned to these parcels over time. Table 3-1 presents the available current and past parcel numbers, acres, landowners and property addresses associated with the land uses in Area 2.

### **3.1.2 Physical Characteristics of Site and Vicinity**

#### **3.1.2.1 Topography**

The topography of Area 2 and the surrounding area is characterized as relatively flat. The USGS 7.5-minute map of the Hayward, California Quadrangle shows that the elevation of Area 2 ranges from approximately 70 to 85 feet above msl, with the land surface sloping very gently to the west. Surface runoff at Area 2 is captured by a storm drain system with inlets located in the parking areas. The storm water runoff discharges to the City of Hayward municipal storm drain system. In addition, the Sulfur Creek drainage culvert runs in a westerly direction, across the northern portion of Area 2. Sulfur Creek has been converted into an underground concrete culvert throughout much of Area 2, and is visible from aboveground in only select locations across the site. The nearest surface waters to Area 2 are Ward Creek, located approximately 0.4 miles to the southeast; San Lorenzo Creek, located approximately 1.25 miles to the north, and the San Francisco Bay, located approximately 3.0 miles to the west.

#### **3.1.2.2 Geology/Hydrogeology**

Area 2 is located in the greater San Francisco Bay Area of the Pacific Coastal Range geomorphic province, which is characterized by a mixture of marine and nonmarine sedimentary rocks that are overlain by alluvial materials (RWQCB, 1999). According to site investigations conducted in Area 2, the site is located within the San Lorenzo alluvial cone hydrogeologic unit of the East Bay Plain (E& K, 1993). The region is bounded by the San Leandro alluvial cone to the north, the foothills of the Diablo Range to the east, the Niles cone to the south, and San Francisco Bay to the west. The East Bay Plain includes an alluvial area near the foothills of the Hayward Hills and a marshland area adjacent to the San Francisco Bay (Golder, 1996).

The San Lorenzo alluvial cone consists of a series of coalescing alluvial fan deposits derived from the drainage basin of San Lorenzo Creek, which drains the western slope of the Diablo Range. The deposits in the area consist of a mixture of poorly consolidated to unconsolidated clay, silt, sand, and gravel. Shallow, unconfined and discontinuous perched aquifers and clay beds extend to a depth of approximately 50 feet bgs. Water levels in the shallow aquifers may vary seasonally. The shallow aquifers are generally used for irrigation only. The shallowest confined aquifer in the vicinity of Area 2 is reportedly the Newark Aquifer, which is located at a depth of approximately 50 to 130 feet bgs, and is separated from the shallow unconfined aquifers by a clay aquitard (Golder, 1996). Below the Newark Aquifer, the Centerville and Fremont aquifers are found to depths up to 400 feet bgs; other aquifers below 400 feet comprise the lower aquifer zone.

The groundwater gradient established during site investigations conducted in and surrounding Area 2 is generally west to southwest, which is consistent with regional groundwater flow patterns (RWQCB, 1999). Based on groundwater investigations conducted in Area 2, groundwater was reported in the northeastern section of Area 2 to flow in a west to southwesterly direction, and groundwater levels ranged from approximately 36 to 47 feet bgs (IT, 1996). In the southeastern portion of Area 2, groundwater was determined to flow in a south-southwesterly direction, with groundwater occurring between approximately 44 to 52 feet bgs (E&K, 1993).

Groundwater in the San Lorenzo alluvial cone is used primarily for industrial water supply and for irrigation (RWQCB, 1999). The City of Hayward acquires its drinking water from the City and County of San Francisco Water Department's Hetch Hetchy Aqueduct, which originates from the Tuolumne River system. Before the 1950's, groundwater was the main source for the City's water supply. The City's emergency water supply system uses groundwater, and a water-supply well is located at the Alameda County complex approximately 0.4 miles west of Area 2. The total depth of this well is 560 feet, with the screened interval in the lower aquifer zone.

Within Area 2, Alameda County Department of Public Works (ACDPW) indicates 13 wells to be present within or on the boundary of Area 2. Additional wells are located a short distance

outside Area 2 in all directions. The current status of these wells is unknown. The ACDPW well search does not provide information on the type of wells identified. In addition, the ACDPW database is only current as of 1996, and well records prior to 1968 are not available. Historical records also indicate various water supply wells were used at the Hunt Wesson cannery over time. Details on these wells are limited, and are discussed in the historical sections of this report, if available. A water supply well was identified during ITSI's site reconnaissance in Centennial Park. Based on information obtained in a telephone interview with park representatives, the well is used for restrooms and drinking water. The well was reportedly installed in approximately 1980, but was not developed until 1990, and is approximately 200 feet deep. In addition, a small tank, which may be associated with a private well, was observed at the residence located at 22840 Amador Street, directly north of Centennial Park.

### **3.1.3 Current Uses of the Site**

#### **Amtrak Station**

The Amtrak Station occupies approximately 2.46 acres southeast of where A Street crosses the Union Pacific (formerly Southern Pacific) rail lines. The station consists of a small platform and an asphalt parking lot.

#### **Cannery Park**

Cannery Park consists of approximately 7.43 acres west of Burbank Street between B Street and C Street. The park includes an open grass area, ball field, and public restroom facility. Sulfur Creek traverses the parcel from east to west in an underground culvert.

#### **Vacant Parcel (Between Cannery Park and Railroad Tracks)**

The vacant parcel consists of approximately 2.37 acres of unpaved land. Sulfur Creek, which has been converted into an underground concrete culvert, traverses the parcel from east to west, and is visible from aboveground in two fenced areas of the site.

#### **United Can Company (199 C Street)**

The United Can facility consists of approximately 16 acres of land housing a can manufacturing operation. The site is located south of Burbank Street and C Street, and is also directly south of Cannery Park. The main entrance to the facility is through a gatehouse located at the corner of Burbank Street and C Street (199 C Street). The facility includes a large brick structure, which

was part of the historic Hunt Brothers Cannery, and various outbuildings, aboveground storage tanks, and supporting facilities.

United Can is currently undergoing the closure process. Can manufacturing operations reportedly halted at the end of December 2000, and the facility is currently operating in a reduced mode, while shipping out their remaining inventory over the next four months. Various containers, aboveground storage tanks, and an active UST containing hazardous materials are present at the site. The HFD is requiring the facility to prepare a closure plan to document the environmental condition of the property, and ensure all hazardous materials and wastes are properly removed from the site. The closure plan had not yet been submitted to the HFD at the time of this report.

#### **Filbert Warehouse (201 C Street)**

The warehouse is situated on an approximately 9-acre parcel. According to signs on the building exterior, the site is currently occupied by Custom Freight Systems-Custom Distribution. The street address was not provided by the City of Hayward for this lot, nor was an address visible on accessible areas of the building exterior. It was subsequently discovered that the site address is 201 C Street. Access to the warehouse can be obtained from C Street at Burbank Street, adjacent to the 199 C Street gatehouse. However, the signs on the building direct delivery vehicles to access the site through 24 Cannery Court.

#### **GSC Logistics Warehouse (24 Cannery Court)**

GSC Logistics is situated on an approximately 12.45 acre parcel. The building is reportedly a 386,000 square foot concrete tilt-up structure, and is surrounded by truck parking areas and loading docks.

#### **Foster Farms Dairy (21 Cannery Court)**

Foster Farms Dairy is situated on an approximately 13.45 acre parcel. The building is reportedly an 18,600 square foot wood structure, provided with truck docks. A open small area of the 21 Cannery Court parcel is located near the corner of Cannery Court and Myrtle Street.

### **Railroad Right-of-Ways**

The Union Pacific (formerly Southern Pacific) rail lines transect Area 2 in a north-south orientation between A Street and Winton Avenue. The northern railroad right-of-way parcel extends between A Street and approximately Meek Avenue. This parcel includes land to the east of the tracks, and appears to extend onto areas within the United Can fenceline, and used for parking. The southern parcel extends between approximately Meek Avenue and Winton Avenue.

### **Burbank School (353 B Street)**

The Luther Burbank Public School occupies approximately 6.38 acres between B Street and C Street east of Burbank Street and west of Myrtle Street. The school consists of a main school building, numerous portable classrooms, a ball field, and playground areas.

### **Vacant Land (A Street)**

This vacant area includes 10 parcels along A Street between Burbank Street and Meekland Avenue. The parcels consist of undeveloped land owned by the City of Hayward, as part of the A Street overpass right-of-way.

### **Residential Areas**

#### **B Street**

The residential area located along B Street is between Meekland Avenue and Burbank Street, and consists of nine parcels housing residences and other structures. The lot at the corner of B Street and Meekland Avenue is currently undeveloped land.

#### **C Street**

The residential area located along C Street consists of seven parcels housing residences and other structures located in the southwestern corner of C Street and Filbert Street.

#### Along Myrtle Street

The residential area along Myrtle Street consists of approximately 14 parcels housing residences and other structures along the west side of Myrtle Street between Winton Avenue and Meek Avenue.

#### Amador Street (22840 Amador Street)

The residential lot on Amador Street consists of a single approximately 0.58-acre parcel with two residences and other structures.

#### **Select Foods Inc. (22700 Amador Street)**

The Select Foods Inc. (Select Foods) parcels consist of approximately 6 acres located along the eastern side of Amador Street. The facility provides cold food storage, and includes the addresses 22500, 22600, 22678, 22700, 22800, and 22830 Amador Street. The administrative offices for Select Foods are located on the west side of the street, at 22885 Amador Street, and are outside of the project area. Signs for Snow-Kist Ice Company (Snow-Kist) are present in a small portion of the site next to the A Street overpass (22500 Amador Street). Snow-Kist was a tenant of Select Foods, and has vacated the site. Select Foods occupies the central portion of the site (22600, 22678, and 22700 Amador Street), which include freezer buildings, dock areas, and office areas. The southern portion of the site appears to house several tenants, including Richmar Foods Inc./Food 4 Less Warehouse (at 22800 Amador Street) and American Drum (22830 Amador Street).

#### **Centennial Park**

Centennial Park consists of approximately 10.74 acres west of the railroad lines and north of Winton Avenue. The park includes open grass areas, two ball fields, and a parking area on the south end of the park.

#### **3.1.4 Past Uses of the Site**

A variety of historical records were obtained and/or reviewed as part of this TBA. These records included, but were not limited to, the following:

- Historical aerial photographs
- Historic Sanborn Fire Insurance Maps

- City Directories
- Building Permits
- Prior Environmental Reports

#### 3.1.4.1 Historical Aerial Photographs

Historical aerial photographs with coverage of the site were available for the years 1947, 1954, 1957, 1959, 1966, 1969, 1971, 1973, 1975, 1977, 1981, 1983, 1988, 1992, 1996 and 1999 from Pacific Aerial Surveys. The photographs were reviewed for indications of past activities and uses of the site and vicinity. Table 3-2 provides a summary of observations from the historical aerial photographs.

#### 3.1.4.2 Sanborn Fire Insurance Maps and Other Sources

Sanborn Fire Insurance Maps for 1893, 1896, 1903, 1907, 1923, 1948, 1950, 1953, 1957 and 1966 were obtained and reviewed for indications of past activities and uses of the site and vicinity. The area has been developed with primarily industrial land use during this period. Table 3-3 provides a summary of observations from Sanborn maps. Due to the complexity of the past uses occurring in Area 2, Table 3-3 as been presented based on each site, then further discussed based upon year. Figures 3-1 through 3-4 provide selected portions of the Sanborn Fire Insurance Maps for the years 1896, 1923, 1950 and 1966, respectively.

Historical occupancy information was reviewed by ITSI from several sources including; an EDR City Directory report; HBD files, and prior environmental reports in HFD files. In addition, telephone interviews conducted with site occupants provided some limited historical information. Table 3-4 provides a summary of historical land uses in Area 2 identified by these other sources. It should be noted that historical records showing site occupancy were ordered based on the site address list provided by the City of Hayward. As a result of data gaps in the list, records from these other sources were not obtained for certain parcels. These data gaps included sites in which an address was not available; sites which were missing from the list (primarily the residential parcels), and sites in which secondary addresses were later identified. Map-based historical research (i.e., historical aerial photographs and Sanborn maps) was conducted for all portions of Area 2.



### **3.1.5 Current and Past Uses of the Adjoining Properties**

The immediate vicinity surrounding Area 2 includes primarily residential properties, along with some commercial and industrial properties. Observations of current and past uses of adjacent properties during made during the site reconnaissance are discussed below.

#### North

- The site is bordered to the north by A Street and B Street. Across the A Street overpass to the northwest is Area 1 and the Costco retail store, followed by various light industrial and commercial establishments. Across B Street are primarily residential properties.

#### South

- Winton Avenue serves as the southern boundary for a majority of Area 2. Across the Winton Avenue overpass is Winton Junior High School. A Valero gas station is located immediately adjacent to Area 2 on Winton Avenue across from Myrtle Street. All Safe Self-Storage is located adjacent to the site to the south at 15 Cannery Court. A parking structure and new multi-story office building are located to the southwest across the Winton Avenue overpass. In addition, an Alameda County Building is directly south of Centennial Park.

#### East

- Several streets border Area 2 to the east due to the irregular shape of the site. Burbank Street, Filbert Street, Meek Avenue, and Myrtle Street serve as the eastern boundary of Area 2. Primarily residential properties are located across the eastern site boundary.

#### West

- Amador Street serves as the western boundary for a majority of Area 2, with the exception of a small area on the south end of the site which has the Union Pacific railroad tracks as the western border. Primarily residential properties border Amador Street to the west. Amador Village apartments are located across the railroad tracks to the west in the southern portion of Area 2.

Past uses of the adjoining properties are predominately similar to existing land uses. The Haar Pickle Company manufacturing facility was located at 15 Cannery Court south of Area 2 in the 1950s through at least the early 1970s. Further discussion of off-site environmental conditions is presented in Section 3.3 of this report.

### **3.2 RESULTS OF SITE RECONNAISSANCE AND INTERVIEWS**

A site reconnaissance of Area 2 was conducted on January 17, 2001 by Ms. Anita Trafficante and Mr. Mark Sorensen of ITSI. According to the scope of work for this project, ITSI did not

physically enter any of the properties. All site observations were made from either public property or public right-of-ways.

ITSI attempted to contact current property owners or occupants in Area 2, and conduct telephone interviews concerning historical and present usage and/or presence of hazardous substances and petroleum products. Residential property owners were not contacted during the interview task per guidance from the City of Hayward.

The results of the site reconnaissance are presented below. Appendix A provides a selection of photographs from each area. Relevant information obtained through the interview process is incorporated into the following discussion. Copies of the telephone interview questionnaires are included in Appendix B.

#### **Amtrak Station**

The Amtrak Station was observed to include a parking area, and a small platform with a covered waiting area. The parking area holds approximately 40 cars, and the concrete platform extends approximately 500 feet along the railroad tracks.

#### **Cannery Park**

Cannery Park was observed to include an open grass area and ball field. A public restroom facility is located at the northwest corner of the park, near Meekland Avenue and B Street.

#### **Vacant Parcel (Between Cannery Park and Railroad Tracks)**

The vacant parcel was observed to be an unfenced dirt lot, with some minor remnants of past structures on the site. Some surface areas of the site appeared to be old asphalt, and a pile of concrete rubble was also observed. Sulfur Creek, which has been converted into an underground concrete culvert for a majority of its path, traverses the parcel from east to west. The creek becomes an open culvert, which is visible from aboveground, in two fenced areas at the south end of the site. A very minor water flow was observed in the culvert at the time of the site reconnaissance. A small concrete pad was observed in the area between the open areas of the culvert. In addition, a grated trench drain was also observed in this area. A manhole cover, with a small open casing in the surrounding concrete pad, was present slightly south of Sulfur creek.

### **United Can Company (199 C Street)**

The site reconnaissance of the United Can facility was limited to the southern and western portions of the site, due to limited access from public right-of-ways. The main United Can building is a large brick structure identified as Building 33. A private road provides access to the southern end of the United Can facility along the railroad right-of-way. A yard area located at the southeastern end of the building houses the large Hunt Wesson water tower, which is an old landmark in the area. In addition, two large aboveground storage tanks (ASTs) containing non-potable water are present in this area. A drum storage area, appearing to consist of hazardous waste containers, was observed adjacent to the water tanks. The storage area appeared to have a concrete containment berm, and approximately 20 drums were present. A small outbuilding was observed east of the main facility, along a railroad spur, which traverses this section of the lot. The outbuilding had a National Fire Protection Association (NFPA) label posted, indicating hazardous materials may be stored or used within the structure.

Along the southwestern end of the building, additional drum storage was observed consisting of approximately 80 drums, many labeled as flammable materials, and stored on pallets over asphalt without secondary containment. A propane tank was also present in this area.

At the western perimeter of the main United Can building, several items of interest were observed. Three ASTs, approximately 10,000-gallons in size, were present. The tanks contained lacquer, varnish, and Valspar solvent. The tanks appeared to be located within a covered containment structure. Various equipment, air handling units and bins were also present along the western side of the building. A small concrete block outbuilding was observed adjacent to the northwestern end of the building. No signs indicating the building use were visible. The main entrance to the United Can facility is on C Street, through a small gatehouse near the corner of Burbank Street.

The telephone interview indicated that there has been a wide variety of hazardous materials used onsite, including oils, fuels, solvents (mainly butyl cellusolve), lacquers, thinners, and paints. Various types of hazardous waste have been generated in large volume by site activities,

including waste oil, mop water, used inks, coating materials, and solvent wastes. These wastes have been stored outside on concrete, on the southwest side of the facility, and wastes are removed and disposed off-site. Transformers are currently present on-site, but are labeled as not containing PCBs.

#### **Filbert Warehouse (201 C Street)**

According to signs on the building exterior, the warehouse is currently occupied by Custom Freight Systems-Custom Distribution. Access to the warehouse can be obtained at the northern end of the building, from a driveway adjacent to the 199 C Street gatehouse. However, the signs on the building direct delivery vehicles to access the site through 24 Cannery Court. A small office entrance and various truck docks and parking areas were observed at the north end of the lot. The concrete culvert housing Sulfur Creek was observed to resurface near the northern end of this site, along Filbert Street. The southern end of the Filbert warehouse connects with the GSC Logistics warehouse (24 Cannery Court), through an apparent building extension located near the corner of Filbert Street and Meek Avenue.

#### **GSC Logistics Warehouse (24 Cannery Court)**

GSC Logistics warehouse was observed to include secondary signs for Crowne Transportation. The southern end of the lot was filled with trucks and trailers. A propane tank was present near the southeastern corner of the building, and trucks were also observed along this building perimeter. A small open, unpaved area was observed at the southeastern end of the lot, near the intersection of Cannery Court and Myrtle Street. The western side of the building housed truck docks and pallet storage. Warehouse activities were not visible from the public right-of-ways. A large triangular area of unpaved land, consisting of grass and weeds, extends from the western side of the building to a private road which provides access to the southern end of the United Can facility along the railroad right-of-way. A railroad spur, which eventually ends on the southeastern side of the United Can facility, traverses a section of the parcel along this western side.

#### **Foster Farms Dairy (21 Cannery Court)**

Foster Farms Dairy is located adjacent to the GSC Logistics warehouse to the southwest. A majority of the building consists of truck stalls for delivery vehicles. A small two-story office

area is present at the southern end of the building. A covered drive-through area is also located at the southern end of the structure, and appears to be the area of the former USTs identified in site remediation reports. An old railroad spur was observed at the southwestern section of the lot, and several battery charging stations, presumably for the refrigeration equipment on delivery trucks, were observed along the western fenceline. A small unpaved area consisting of grass and weeds was also observed along the western fenceline. An old paved driveway was present at the northwestern end of the lot. In addition, a larger triangular-shaped unpaved area consisting of grass and weeds was present north of the building.

The telephone interview indicated that Foster Farms Dairy is a milk distribution facility that has been in operation at 21 Cannery Court since 1992. Hazardous wastes generated at the facility consist of a relatively small amount of waste oil which is shipped off-site for disposal.

### **Railroad Right-of-Ways**

Two Union Pacific railroad right-of-ways are located in Area 2. The northern railroad right-of-way parcel is associated with the Amtrak Station, and extends between A Street and approximately Meek Avenue. Based on site observations and available parcel maps, this lot includes land to the east of the tracks, and appears to extend onto areas within the United Can fenceline, and used for parking. However, exact lot lines were not provided, and were not readily discernable in the field. A section of old asphalt was observed directly adjacent to the railroad tracks, along the portion of the right-of-way that runs parallel to the United Can facility. An older railroad spur was observed adjacent to the current rail line in this area.

The southern railroad right-of-way is located adjacent to the Cannery Court parcels, and extends between approximately Meek Avenue and Winton Avenue. The removal of some old railroad ties was being conducted in this area at the time of the site reconnaissance. A railroad spur, which eventually ends in the southeastern portion of the United Can facility, begins from this section of the rail line parallel to the northern end of the 21 Cannery Court building.

### **Burbank School (353 B Street)**

The main building of the Luther Burbank Public School is an L-shaped structure located near the center of the block. The eastern end of the school property houses a playground area and a ball

field. The western end of the site has another playground structure. Eleven portable classrooms were observed at the western end of the site along Burbank Street and C Street. An additional 9 portable classrooms are located south of the main school building, also along C Street.

### **Vacant Land (A Street)**

This vacant area consists of undeveloped lots which have had prior structures demolished as part of the A Street overpass construction. Currently, the land appears to serve primarily as an easement for the A Street overpass. Small quantities of household trash were observed on the lots.

### **Residential Areas**

The residential areas located along B Street, C Street, and Myrtle Street appeared to be typical older homes. Observation of the backyard areas was not accessible from public right-of ways. The residence located at 22840 Amador Street appeared to house two structures, a front and a rear unit. The property abuts the northern end of Centennial Park, and therefore portions of the yard were visible from public property. A small tank, which may be associated with a private well, was observed in the yard area of the lot.

### **Select Foods Inc. (22700 Amador Street)**

Select Foods is comprised of a series of connected buildings along Amador Street. The northern end of the parcels houses buildings posted as 22500 Amador Street, Snow-Kist Ice Company. Portions of the yard area at the northern end of this lot extended beneath the A Street overpass. Miscellaneous equipment and trucks were being stored in this area. Signs on the outside of the 22500 Amador Street building indicated the presence of diesel fuel pumps. This is consistent with environmental reports, which show former USTs in this area of the site. Based on information from telephone interviews, Snow-Kist has vacated the site. A large warehouse-type building is also located at the northern end of the lot, north of El Dorado Avenue. This structure is identified as Select Cold Storage, located at 22600 Amador Street. Site maps show the building to be a large freezer area, with an enclosed dock. An office and an ammonia room are also located in this area of the site.

In the center area of the site, a narrow two-story freezer building is present along with a smaller adjacent building, and another enclosed dock. These centrally-located structures are directly adjacent to El Dorado Avenue, and are identified as 22678 and 22700 Amador Street. The large warehouse at the southern end of the site is identified as Richmar Foods, Inc., Food 4 Less Warehouse, located at 22800 Amador Street. Site maps show this building to be a dry grocery warehouse with two interior chiller rooms. A separate structure located at the southernmost end of the site is occupied by American Drums, located at 22830 Amador Street. A yard area in front of the building houses drum storage, with some visible labels indicating seed containers. However, a majority of the drum labels were not accessible from public-right-of ways, and other materials may be present. The site map shows this building to be a former maintenance shed.

### **Centennial Park**

Centennial Park is comprised primarily of open grass areas, and two ball fields, equipped with lights and small facility buildings. A parking area is present at the south end of the park. A water supply well is located in the center of the northern portion of the park. Based on information obtained in a telephone interview with park representatives, the well is used for restrooms and drinking water. The well was reportedly installed in approximately 1980, but was not developed until 1990, and is approximately 200 feet deep. Testing was reportedly conducted at the time of well development, and the results were within applicable criteria. However, details on the tests were not available.

### **3.3 RECORDS REVIEW**

To evaluate potential environmental concerns regarding the site and surrounding properties, regulatory agency records were reviewed for historic or ongoing environmental enforcement actions. This consisted of a review of available records or conversations with personnel from the following sources:

- EDR
- HFD
- ACDEH
- RWQCB

### **3.3.1 Environmental Data Resources, Inc.**

An electronic database search was performed for Area 2 and vicinity by EDR. The EDR electronic database search included environmental databases for federal, state, and regional regulatory agencies applicable for an TBA performed according to ASTM E-1527 standards. Due to the large acreage (approximately 67 acres) and the irregular shape of Area 2, a specialized EDR report (Area Study) was ordered which plots the site boundaries and the mile surrounding radius required by ASTM standards. A copy of the EDR report is included on the attached CD-ROM, and a description of the databases searched is included in the EDR report.

The database report was reviewed to note reported releases in Area 2 or in the surrounding vicinity that indicate an environmental condition which could potentially impact the site.

Reported release sites listed in the regulatory agency database search report were evaluated with respect to the nature and extent of the release, the distance of the reported release from the site, and the position of a reported release with respect to known or expected local and/or regional groundwater flow direction (i.e., west-southwest in the northern portion and south-southwest in the southern portion of the site). Generally, reported release sites located within 0.5 mile upgradient, 0.25 mile cross-gradient, or adjacent downgradient were considered to have a potential to impact the Site, and are discussed below. Properties which were listed in the database search report but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release) were not considered to have a potential to impact the Site. Any non-release sites identified in Area 2 are discussed.

#### **3.3.1.1 Site Listings**

A review of the EDR database report and HFD files indicated the following sites addresses listed on environmental databases.

#### **Amtrak Station**

Records of prior environmental investigations at the Amtrak Station were identified in the 199 C Street files. A Phase I ESA was conducted on the Amtrak Station site in 1994, and included both the current Amtrak site, and the vacant parcel located directly south of the Amtrak Station, between Cannery Park and the railroad tracks. Historical issues identified in the 1994 ESA have been incorporated into Section 3.1.4.2 of this report. A limited soil investigation was performed



on the Amtrak Station site in 1995 to address selected concerns identified in the 1994 ESA. A majority of issues of potential concern were identified on the vacant parcel, and results of the soil investigation are included in the discussion of that site. On the current Amtrak Station parcel, soil sampling was conducted along the railroad tracks to evaluate the soil conditions. Analytical results identified total extractable petroleum hydrocarbons (TEPH) of 260 ppm in one sample at the northern end of the site, near the intersection of the railroad tracks and A Street (ACC, 1995). Other sample results identified very low levels of total recoverable petroleum hydrocarbons (TRPH) (up to 1.3 ppm). The report concluded that the hydrocarbon contamination along the railroad tracks was minor, and no further action was recommended (ACC, 1995).

### **Cannery Park**

A site investigation was conducted at the Cannery Park site in 1990, primarily to determine whether the 30,000-gallon concrete UST and the 4,000-gallon redwood UST removed from the adjoining parcel had impacted the site. The results showed low levels of hydrocarbons in the soil, up to 200 ppm of TRPH, and no petroleum hydrocarbons in the groundwater (ESE, 1990). Based on these results, it appears no further action was taken at the Cannery Park site.

### **Vacant Parcel (Between Cannery Park and Railroad Tracks)**

Records of prior environmental investigations at the vacant parcel were identified in the 199 C Street files. A Phase I ESA was conducted on the vacant parcel in 1994 in conjunction with an assessment of the current Amtrak Station. Historical issues identified in the 1994 ESA have been incorporated into Section 3.1.4.2 of this report. The 1994 ESA references the potential for two industrial water wells to have been present at one time on the vacant parcel (ACC, 1994). One of the wells (HW Well #2) was reportedly present up until at least 1975, and was 14 inches in diameter and approximately 220 feet deep (ACC, 1994). HW Well #2 was reported to be located on the vacant parcel, just northwest of a 30,000-gallon concrete fuel oil UST that was removed from the site. Further discussion of the 30,000 gallon UST is presented below. However, the UST site investigation did not address the presence of this well. A 10-inch steel casing/pipe was encountered in the approximate location noted for HW Well #2 (ACC, 1994). The pipe had reportedly been filled with gravel at an earlier date. However, the report was not conclusive regarding whether the steel casing/pipe was HW Well #2, or whether the well had

been properly closed. The location of other wells and the status of these wells are unknown, and would require further investigation to ensure their proper closure.

A limited soil investigation was performed on the Amtrak Station site in 1995 to address selected concerns identified in the 1994 ESA. Soil samples were collected along the railroad tracks to assess potential hydrocarbon contamination, and at three former electrical transformer locations. The soil along the railroad tracks had a maximum of 16 ppm TRPH. Total PCBs were detected at up to 1.49 ppm in the soil (ACC, 1995). The report recommended no further action regarding the soil contamination at the site.

Two USTs were previously located on the vacant parcel from historic cannery operations conducted on the site. A 30,000-gallon concrete fuel oil UST was removed from the site in 1990 (IT, 1994). A second 4,000-gallon redwood UST containing oily water was discovered during the tank excavation activities (ACC, 1994). These tanks became commonly referred to as UST #30. The redwood tank was also removed at that time, and the excavation was widened, removing approximately 1,200 cubic yards of contaminated soil (ACC, 1994). Contaminated soil with up to 19,700 ppm total petroleum hydrocarbons (TPH) was identified in the excavation. The contaminated soil was treated on the site by bioremediation, and was removed from the site in 1995 (United Can, 1995). Soil analytical data indicates 5,700 ppm TPH-d remained at 18 feet bgs (IT, 1990), and 4,800 ppm TPH-d remained at 45 feet bgs (United Can, 1996). In addition, TOG was identified at 14,000 ppm at 18 feet bgs.

A sample of the soil from beneath the redwood tank and a water sample from the redwood tank excavation also indicated low levels of chlorinated VOCs to be present (ACC, 1994). In December 1990, one groundwater well indicated the presence of TCE at 0.7 parts per billion (ppb), which is well below the 5.0 ppb Maximum Contaminant Level (MCL) for drinking water. Six groundwater monitoring wells were installed in the area surrounding the former UST #30, and were sampled for four quarters. VOCs were not detected in the groundwater during subsequent sampling events. Groundwater analyses indicated TPH-g up to 830 ppb, with the levels decreasing to non-detect in the fourth quarter (IT, 1995). Toluene was detected up to 0.58 ppb, which is well below the 150 ppb MCL (IT, 1995). Xylene was detected up to 2.1 ppb,

which is well below the 1,750 ppb MCL (IT, 1995). TPH-d was found up to 2,600 ppb, with levels decreasing to 600 ppb by the fourth quarter (IT, 1995).

Groundwater was reported for the United Can parcels to flow in a west to southwesterly direction, and groundwater levels ranged from approximately 36 to 47 feet bgs (IT, 1996). Based on the low levels of contaminants in the groundwater shown to be decreasing over time, case closure was requested for the site. In January 1997, the Regional Water Quality Control Board (RWQCB) issued a closure letter for both the 30,000-gallon concrete fuel oil UST and the 4,000-gallon redwood waste oil UST at the site. Based on available data, it appears that soil contamination was left in place at the time of closure, presumably based on the groundwater results, which indicated limited migration of the contamination. The monitoring wells were formally abandoned in February 1998.

A historic gasoline UST was also identified on the vacant parcel in the 1994 ESA from a 1903 Sanborn map. The UST was reportedly depicted on the Sanborn map as located just northwest of the UST #30 excavation. A soil boring and monitoring well were installed in the approximate location of the potential historic UST during the UST #30 site investigation, and no historic UST was encountered (ACC, 1994). The 1903 UST no longer appeared on the Sanborn maps in 1923 (ACC, 1994). No evidence of the UST was identified during the remediation of UST #30 (ACC, 1994), and no further action regarding the potential historic gasoline UST appears to have been taken at the site.

### **199 C Street**

The 199 C Street address is listed under United Can Company and Hunt Wesson Inc. as a closed LUST site. ITSI reviewed files at the HFD for the site, which included the Amtrak Station, Cannery Park, and the vacant parcel which were historically part of the cannery operations.

The site was operated by the Hunt Brothers Canning Company as a fruit cannery since the early 1890s (ACC, 1994). The northern portions of the site, housing the Amtrak Station, the vacant parcel, and Cannery Park, were developed the earliest. The central portions of the site, housing the existing United Can facility and the Filbert warehouse were constructed by 1948, and 1954,

respectively. During the peak of the cannery operations, the Hayward plant was the largest fruit and vegetable canning facility in the world. By 1961, the plant was capable of handling 12 million pounds of tomatoes per day, and employed nearly 5,000 workers. Hunt eventually merged with Wesson packing company. Full production at the site ceased in 1979 (IT, 1994), after the surrounding fruit orchards had been replaced by homes, and the tomato processing operations were moved to Oakdale. Many of the older site buildings were demolished at that time, and the remaining structures in the northern portions of the cannery had been demolished by approximately 1991.

Two 500-gallon USTs located northeast of the main United Can facility building were removed in 1985 (IT, 1994). The 500-gallon USTs contained gasoline and waste oil, and were commonly referred to as UST #1. Petroleum-contaminated soil was excavated, and two monitoring wells were installed downgradient of the USTs. During a site investigation conducted in 1994, one soil boring was tested for petroleum hydrocarbons, VOCs, and metals. In addition, one groundwater well was sampled. The second groundwater well was installed in 1986, subsequent to the tank removal, and was found to be dry at the time of the 1994 investigation. No detectable levels of petroleum hydrocarbons or VOCs were identified in the soil and/or groundwater. All metals were found to be well below the Total Threshold Limit Concentration (TTLC) values established in Title 22 of the California Administration Code. Groundwater monitoring was conducted for three additional quarters to meet RWQCB guidelines prior to requesting site closure (IT, 1994), and no petroleum hydrocarbons were detected (IT, 1995). In January 1997, the RWQCB issued a closure letter for the 500-gallon USTs at the site. The monitoring wells were formally abandoned in January 1998.

A 300-gallon fire pump fuel UST (UST #4) was removed from the site in 1986 (IT, 1994). UST #4 was located south of the main facility building near the water tower and large aboveground water tanks. During a site investigation conducted in 1994, two soil borings were tested for petroleum hydrocarbons from the former UST #4 location. One soil sample yielded toluene at 0.006 ppm (IT, 1994). No other analytes were reportedly detected. No groundwater wells were installed at this UST site. In January 1997, the RWQCB issued a closure letter for the 300-gallon gasoline UST at the site.

A subsurface investigation was also conducted at a sump in the Lift Truck Shop, located at the southeast end of the main facility building. The 500-gallon sump was used to collect liquids generated in vehicle repair and maintenance operations. The sump was periodically pumped out for disposal of the liquids off site (IT, 1996). In December 1992, PCE was detected in soil beneath the sump at 0.210 ppm (IT, 1994). Oil and grease was also detected at 535 ppm. Additional site investigations conducted in 1994 and 1995 identified low levels of PCE up to 20 feet bgs, with the highest concentration being 0.69 ppm at five feet bgs (IT, 1994). TRPH was found at 700 ppm in one sample at a depth of five feet (IT, 1994). No VOCs or TRPH were detected in soil borings collected between 20 and 40 feet bgs (IT, 1995a). Groundwater is found at approximately 45 feet bgs at the site, and was not encountered during the Lift Truck Sump investigation. In May 1996, the sump was removed. Soil samples taken from the excavation yielded only low levels of PCE. Samples from approximately one foot below the excavation indicated up to 5.3 ppm PCE, and the levels dropped to up to 0.065 ppm at approximately 2.5 feet below the excavation (IT, 1996). The report concluded that the lateral extent of the contamination was limited to the immediate vicinity of the sump, and no further action was recommended (IT, 1996). According to the HFD, the Lift Truck Shop Sump has not received closure from regulatory agencies. ITSI requested files for the site the RWQCB. However, it was determined that all regulatory action at this location has been maintained by the HFD, and no further information is available.

A 6,000-gallon UST containing ethylene glycol (i.e., butyl cellusolve) was removed from the United Can site in December 1997 (IT, 1997). The UST was located along the western side of the main facility building, and was replaced with a new double-walled steel and fiberglass UST. Over-excavation of the soil was conducted due to the presence of stained soil beneath the tank. Verification samples indicated no detectable levels of ethylene glycol, and the HFD granted the site permission to install the new tank in the original UST excavation (IT, 1997). In April 1998, the HFD issued a no further action letter to United Can for the removal of the 6,000-gallon ethylene glycol UST. The new 6,000-gallon ethylene glycol UST is operating under a HFD permit valid through June 2004.

Groundwater was reported for all United Can parcels to flow in a west to southwesterly direction, and groundwater levels ranged from approximately 36 to 47 feet bgs (IT, 1996).

The 199 C Street site is also listed in the EDR report under the RCRIS-LQG and HAZNET databases, as a large quantity hazardous waste generator; the UST database for a registered underground tanks; the TRIS database for the SARA Title III toxic chemical reporting program, and the FINDS database for the air emissions category. The United Can facility has been issued EPA ID No. CAD041842501, and generates primarily waste oil, wastewater, corrosives, mop water sludge, and unspecified solvent wastes.

### **21 - 24 Cannery Court**

The 21 - 24 Cannery Court address is listed under Lincoln Properties as a closed LUST site.

ITSI reviewed files at the HFD for the site. An ESA was conducted on Cannery Court in 1990.

At the time of the 1990 ESA, the 24 Cannery Court building was occupied by Furnishings 2000, and housed a furniture distribution warehouse and a small furniture finishing operation.

Furnishings 2000 was vacating the building at the time of the 1990 ESA. The 21 Cannery Court building was occupied by a trucking facility, which leased the site from Furnishings 2000. Truck maintenance and repair was reportedly conducted at 21 Cannery Court since its construction (E&K, 1993).

Three USTs were present at the 21 Cannery Street site at the time of the 1990 ESA, which included two 10,000-gallon diesel tanks and one 1,000-gallon gasoline tank. The USTs reportedly replaced previous USTs located at the site. However, no documentation on the previous USTs was available. A groundwater monitoring well had been installed adjacent to the USTs in 1986 as part of a subsurface investigation of a petroleum release. The 1990 ESA also identified two deep groundwater wells at the site. The wells were reportedly approximately 475 feet deep. One well was located by a pump station near the railroad spur located on the property, and the other well was located inside 24 Cannery Court, at the southwest corner of the building. In addition, the 1990 ESA noted various poor storage and labeling practices for hazardous materials.

Documentation regarding the proper closure of the deep groundwater wells and the 1986 monitoring well at the Cannery Court site was not available in HFD files, and site access was not available to conduct a visual inspection for the wells.

Extensive environmental investigations have been conducted at Cannery Court related to contamination with petroleum hydrocarbons, PCBs, and VOCs. In May 1990, the three USTs, fuel dispensing island and associated product lines were removed from the site. Petroleum hydrocarbons, which appeared to represent degraded diesel, were detected in soil and groundwater beneath the site. The diesel was reportedly undergoing natural in situ biodegradation (E&K, 1992). Soil was excavated to a depth of 10 feet, which was considered the practical limit of excavation due to the close proximity to the building. Soil and groundwater samples collected downgradient of the prior USTs detected no petroleum hydrocarbons, and indicated that the contamination appeared to be limited to the immediate vicinity of the prior fuel dispensing island (E&K, 1992). Total extractable hydrocarbons (TEH) were found at 3,700 ppm at a depth of 27 feet, and at 770 ppm at a depth of 50.5 feet in two soil borings near the former fuel dispensing island (E&K, 1992). TEH was detected in groundwater beneath the former fuel dispensing island at 100 to 1,500 ppb during sampling events conducted from 1991 through 1996, with the most recent sampling detecting 120 ppb in May 1996 (E&K, 1996). In April 1997, the RWQCB issued a closure letter for the former USTs at the Cannery Court site.

Although closure was issued to the Cannery Court site with petroleum contamination remaining in place, the potential risk from petroleum hydrocarbons in soil and groundwater may require reevaluation under new site use scenarios. In addition, the removal of additional contaminated soil, which was not feasible under current site conditions, may be considered practical in the event the current site buildings are demolished. Therefore, the presence of remaining petroleum contamination at the Cannery Court site represents a potential environmental concern.

During the UST investigation at Cannery Court, chlorinated VOCs were identified in the groundwater across the site. Investigations into potential on-site sources have revealed no detections of VOCs in the soil. Several areas were investigated including: a former furniture refinishing area at the northern end of the 24 Cannery Court building; a former truck wash

ponding area on the southern end of the site; a former drum storage area on the southwest corner of the 24 Cannery Court building; a vacant field along the southwestern side of the site in which aerial photographs identified barrel storage and staining surrounding a semi-truck tanker trailer; and a former building with unknown uses at the southeast corner of the site (E&K, 1993 and 1995). A total of 70 soil samples were tested, and 11 groundwater-monitoring wells were installed at the site. The most recent groundwater sampling results from August 1994 detected contamination with PCE up to 35 ppb; 1,1,1-trichloroethane (TCA) up to 230 ppb; TCE up to 150 ppb; 1,1-dichloroethene (1,1-DCE) up to 66 ppb; chloroform up to 11 ppb; and carbon tetrachloride (CTET) up to 1.6 ppb (E&K, 1995). The VOCs were detected at some of the highest concentrations in upgradient wells on site. Groundwater was determined to flow in a south-southwesterly direction, with groundwater occurring between approximately 44 to 52 feet bgs (E&K, 1993).

The investigations concluded that the distribution of VOCs across the site indicated an upgradient off-site source, and there was no evidence the Cannery Court site was contributing to the plume (E&K, 1995). The RWQCB reviewed potential upgradient sources, and did not identify any upgradient or cross-gradient sites with similar VOC concentrations in the groundwater (RWQCB, 1995). The RWQCB concurred with the Cannery Court site's conclusions regarding an off-site source (RWQCB, 1996). All monitoring wells were abandoned at the site in May 1996 and August 1997. There is currently no ongoing investigation regarding the VOC plume underlying the Cannery Court site. The presence of VOCs beneath the Cannery Court site and the unknown source of contamination represent an environmental concern.

PCBs were detected in soils at Cannery Court during the site investigations in the vacant field at the southwestern portion of the site. A total of 37 soil samples were analyzed and PCBs up to 130 ppm were detected (E&K, 1993a). Soil containing greater than 1 ppm PCBs was excavated from the site. Confirmation sampling reported that approximately 20% of the soil remaining in place contained PCBs between 0.26 and 1.0 ppm (E&K, 1995a). The areas of excavation were covered with a filter fabric and/or clean imported backfill (E&K, 1995a). Action levels for PCBs in soil is 1.0 ppm for industrial land and 0.22 ppm for residential land. The report concluded that the final evaluation of soil containing less than 1 ppm PCBs remaining in place should be



conducted at the time of site redevelopment (E&K, 1995a). In August 1995, the site received a remedial action completion certification from the ACDEH.

Pesticides were also detected in soils at Cannery Court during the site investigations conducted in the vacant field at the southwestern portion of the site. The sampling was performed to investigate potential impacts from past agricultural activities. The results identified up to 0.036 ppm DDE, and up to 0.013 ppm DDT in the soil (E&K, 1993). DDE is a breakdown product of DDT. These pesticide concentrations are well below the soil action levels of 120 ppm for industrial land and 1.7 ppm for residential land for both DDE and DDT. The investigation concluded that these concentrations were consistent with levels found in other agricultural areas of California due to the widespread legal application of DDT to crops prior to 1972 (E&K, 1993). No further investigation of pesticides at the site was conducted. It should be noted that testing for pesticides was limited to select areas of the site, which were unpaved.

The Foster Farms Dairy is a hazardous materials storage location (Range 2A) and a hazardous waste generator. The hazardous wastes generated include waste oil, non-halogenated solvents, waste antifreeze, and used oil filters.

#### **22885 Amador Street (Select Foods)**

The 22885 Amador Street address is listed under Select Foods as having a closed LUST case for an unleaded release, and an open LUST case involving diesel in soil only. The 22885 Amador Street address is the location of the main office. The actual release occurred across the street at 22700 Amador Street, which is in Area 2. ITSI reviewed files at the HFD for the site. Two 1,000-gallon gasoline USTs, located near the northwestern corner of the northern Select Foods building, were removed in 1990. Contaminated soil was found and removed, and site closure for this release was granted by the RWQCB in September 1996. In April 1999, two 10,000-gallon diesel fuel USTs and one 8,000-gallon diesel and gasoline UST were removed. Soil contamination was discovered and 390 tons of petroleum-contaminated soil was removed and transported off-site. Soil contamination persisted to a depth of 26 feet, at which point excavation activities were terminated for reasons of safety. Soil samples collected from the base of the excavation were reported at concentrations up to 100 ppm TPH-d, 2,500 ppm TPH-g, 42 ppm ethylbenzene, and 320 ppm total xylenes (ASE, 1999). On September 13, 2000, Amir Gholani

of the ACDEH, the lead regulatory agency overseeing the case, called for a preliminary site assessment at this site, to determine the lateral and vertical extent of soil and groundwater contamination. No plan for such an assessment has yet been received by the ACDEH, and another letter was sent by Mr. Gholani on January 23, 2001. Based on the soil contamination identified thus far, there is a potential that groundwater is also impacted at this site, which is located in the northwestern portion of Area 2.

The 22885 Amador Street address is also listed on the ERNS database, which maintains records of reported releases of oil and hazardous substances. The EDR report does not indicate the nature of the release. However, based on the HFD file review, the only noted release was an odor complaint of ammonia. HFD inspected Snow-Kist Ice Company, located on the Select Foods parcel at 22500 Amador Street, and was unable to find the source release. No further information on releases from Select Foods was available.

The 22885 Amador Street site (22700 Amador Street) is also listed in the EDR report under the RCRIS-SQG and HAZNET databases, as a small quantity hazardous waste generator; the UST database for registered underground tanks, and the FINDS database without indication of the permit program category. Select Foods has been issued EPA ID No. CAD983621467, and generates primarily used oil, and aqueous solution wastes. Ammonia is an additional hazardous material used for cold storage in large quantities.

#### 3.3.1.2 Surrounding Property Listings

The EDR database search identified the following properties surrounding Area 2 as release facilities within the evaluation criteria described previously:

- Twenty-four (24) LUST records
- Seventeen (17) Cortese records
- Three (3) CA SLIC records

Fifteen of the 24 LUST sites identified in the surrounding area within the evaluation criteria are listed in the EDR report as closed or as having impacts to soil only, and therefore, are not considered to represent an environmental concern to Area 2. Two additional LUST sites were discovered to be closed, based on file reviews or discussion with regulatory personnel. One

LUST site was incorrectly mapped, and is located approximately 0.6 miles crossgradient of Area 2. This site also does not represent an environmental concern to Area 2. File reviews at HFD were conducted for the remaining six surrounding LUST sites.

Thrifty Oil Company, Station No. 062, is located at 207 A Street, approximately 75 feet east of northeast corner of Area 2. A soil and groundwater investigation in August 1986 identified groundwater contamination by TPH and benzene at concentrations up to 194,000 ppb and 19,100 ppb, respectively (GTI, 1986). In addition, an accidental release of 1,800 gallons of unleaded gasoline occurred in September 1986 (WCC, 1986). A soil-vapor extraction remedial system was operated at the Thrifty Oil site from March 1988 through March 1996 (AEC, 1996). In January 1998, three 12,000-gallon steel USTs were removed and 1,100 tons of contaminated soil were removed and disposed of offsite (PEGI, 1998).

Periodic (quarterly to monthly) groundwater monitoring has been conducted from May 1996 through October 2000. Groundwater concentrations have decreased markedly since the tank removals in January 1998 (Thrifty, 2000). However, site information shows an easterly groundwater gradient, which is inconsistent with the general westerly gradient in the area. . The monitoring wells that previously existed south and west of the former tank location were closed during tank removal activities. As a result, there is no data on the migration of groundwater contamination in the regional downgradient direction of Thrifty Oil towards Area 2, and the environmental impacts by this site upon Area 2 are unknown. Since the predominant groundwater flow direction in the area is to the west or southwest, groundwater contaminants from the Thrifty Oil site may have migrated a short distance south or west across Burbank Street into Area 2.

At Bigham-Taylor Roofing (22721 Alice Street), one 550-gallon gasoline steel UST was removed in 1990; contaminated soil and groundwater were noted. Contaminated soil was to have been aerated onsite, sampled, and disposed. However, no information was found documenting the volume removed or the post-remediation soil sampling. The most recent groundwater sampling (1994) showed concentrations of 5,100 ppb for TPH-g and 1,200 ppb for

benzene. It is possible, but relatively unlikely, that this site affects Area 2, based on the relatively long distance of the site from Area 2 (approximately 1,000 feet).

Valero Refining Co. (formerly Exxon #7-0105), is located at 193 Winton Avenue, approximately 100 feet east of the southeast corner of Winton Avenue and Myrtle Street. In October 1985, a 500-gallon waste oil tank was removed, along with contaminated soil to a depth of 16 feet. Three USTs were removed in December 1990, and 15 yards of contaminated soil was removed (AGS, 1990). Various investigations have shown soil contamination at a depth of 50 feet, including up to 350 ppm of TPH-g and 1.2 ppm of benzene (ERI, 1994a; ERI, 1994b). In groundwater TPH-g has reached concentrations of 240,000 ppb and benzene up to 7,500 ppb (ERI, 2000). A soil-vapor extraction system with treatment of off-gases has been operated at the site from March 1995 to the present. In April 1997, the system was amended with air-sparging capability.

Groundwater contaminant concentrations at the most significantly impacted wells (EX1, EX2, and EX4) have decreased considerably (by approximately 90%) since remedial system start-up (ERI, 2000). However, the monitoring well at the northwestern corner of the site (MW2) has consistently shown benzene contamination. Quarterly monitoring reports indicate that groundwater flow beneath the site has been generally to the west or northwest. With no monitoring well located downgradient of MW2, the downgradient extent of the contaminant plume has not been defined. The southeastern corner of Area 2 is located a short distance (approximately 100 feet) northwest of MW2, and thus this portion of Area 2 could have groundwater impacts originating from the 193 Winton Avenue site. Based on available information, there is a potential for the Valero gas station to represent an environmental risk to Area 2. However, given the ongoing remediation program being conducted by the responsible party, any off-site impacts are likely to be considered the liability of the responsible party.

Precision Tune Auto Care is located at 528 Jackson Street, approximately 1,250 feet east of Area 2. Soil impacts at this site are relatively high, but the maximum groundwater contaminant concentration is 5 ppb for MTBE. Based on the relatively low groundwater contaminant

concentrations and the relatively long distance of this site from Area 2 (approximately 1,250 feet), it is considered unlikely that this site represents an environmental concern to Area 2.

The Arco site is located at 365 Jackson Street, approximately 1,400 feet east of Area 2.

Relatively high groundwater impacts have been identified at the Arco site, with benzene ranging up to 110,000 ppb and MTBE up to 1,100 ppb. However, there are wells at the Exxon Regal site (193 Winton Ave.) that are located between the Arco site and Area 2, which indicate no evidence of upgradient groundwater contamination having reached Area 2. This evidence, combined with the relatively long distance of the Arco site from Area 2, suggests that it is unlikely that this site represents an environmental concern to Area 2.

Diamond Bathurst is located at 22302 Hathaway Avenue, and is a previous name for the Owens Brockway glass plant in Area 1. Petroleum hydrocarbons have impacted the subsurface at the site from several sources. However, based on ITSI's file review of this site conducted at the HFD, the actual location of the releases is greater than 0.25 miles north and crossgradient of Area 2. In addition, it appears that contamination at the Owens Brockway glass plant has not migrated off site. Based on this information, the Owens Brockway site is not considered to represent an environmental concern to Area 2.

Twelve of the 17 Cortese sites identified in the surrounding area within the evaluation criteria are also listed under the LUST database, and have been addressed in the discussion above. Of the remaining Cortese sites, four are closed. The remaining Cortese site is identified as the Piopao property, located at 100 A Street. According to the HFD, there is no environmental file for this site.

Two of the three CA SLIC sites identified in the surrounding area within the evaluation criteria are listed as closed sites. The third CA SLIC site is Narom Development located at 45-89 Review Way (formerly 85 West Winton Avenue). Files were reviewed at the HFD for this site. The northern portion of this site borders Area 2 to the west along the railroad right-of-way. There have been four issues of environmental concern at this site. These include: 1) a former 1,500-gallon gasoline UST near the southwestern corner of the site; 2) a former gasoline station

near the southeastern corner; 3) a pesticide testing and storage area in the northern portion of the site; and 4) VOCs in groundwater. The former 1,500-gallon UST was investigated in 1988 through the drilling of one boring adjacent to the location of the former UST (SCS, 1988). Soil was sampled in the unsaturated zone from depths of 10 to 30 feet and analyzed for BETX and for TPH-g, none of which were detected in the samples.

The former gasoline station was investigated through the drilling and sampling of three borings located near the former tank installation. Soil samples were collected from the unsaturated zone; BTEX and TPH-g, and VOCs were not detected in any of the samples (SCS, 1988). MTBE and TPH-d, analyzed in the samples from one boring, were also not detected (E&K, 1997a). A grab groundwater sample was collected from the boring located downgradient of the former tank installation and analyzed for BTEX, TPH-g, MTBE and TPH-d. Only TPH-d was detected in the groundwater, at a concentration of 180 ppb. The laboratory indicated that the hydrocarbons were likely naturally-occurring organic constituents.

The former pesticide testing and storage area was tested through the collection of six soil samples from the depth of 0.5 feet. DDE, DDT, and dieldrin were detected in two of the samples at concentrations up to 0.068 ppm, 0.15 ppm, and 0.036 ppm, respectively.

Groundwater samples were collected from on-site wells at least six times from 1988 to 1997 (E&K, 1997a). The samples were analyzed for BTEX and VOCs. BTEX were not detected in the groundwater samples, but chlorinated VOCs were consistently detected in groundwater samples from all the onsite wells. Comparable concentrations of VOCs were detected in wells located upgradient from the 45-48 Review Way site, at the 24 Cannery Court site to the northeast (E&K, 1995). Based on the lack of evidence for chlorinated VOC use and the lack of VOC in soil at the Review Way site, the RWQCB issued a letter on February 26, 2000 stating that the current or future owners of the site would not be considered as dischargers with respect to groundwater contamination from off-site sources. Subsequently, the ACDEH requested that a Human Health Risk Evaluation be conducted to assess health risks to future adult and child residents and workers, due to indoor inhalation of solvents detected in soil and groundwater. In a

letter dated February 16, 2000, the ACDEH agreed with E&K's (1997b) conclusion that, based on the risk assessment, the site does not pose a threat to public health.

Based on the downgradient location of the 45-48 Review Way site relative to Area 2 and the lack of evidence for extensive soil or groundwater contamination originating from that site, it is unlikely to have a significant environmental impact upon Area 2. The presence of VOCs in the groundwater at this site provides additional data on the downgradient extent of the VOC plume identified beneath Cannery Court. It should be noted that the quantitative risk values in the Human Health Risk Evaluation conducted for this site are not directly applicable to Area 2, because concentrations of chlorinated VOCs in groundwater beneath Area 2 are higher in portions of the site than those reported for Review Way.

### **3.3.2 City of Hayward Fire Department**

Files were reviewed at the HFD for the sites discussed above, and select information has been incorporated into that discussion, as appropriate. In addition, meetings were held with the Mr. Hugh Murphy, HFD Hazardous Material Program Coordinator, regarding the current status of selected release sites and regional environmental issues with the potential to impact Area 2. HFD is the local oversight agency for LUST sites within the City of Hayward. Although, ACDEH may perform the local oversight role for selected sites in Hayward on a case-specific basis. ACDEH is also the local oversight for agency for LUST sites in the area, which are outside the city limits. The RWQCB retains closure authority for sites in Hayward.

### **3.3.3 Alameda County Department of Environmental Health**

Files were requested from the ACDEH for the Select Foods site. However, at the time of ITSI's file review, no files for Select Foods could be found. As mentioned above, ACDEH performs the local oversight role for selected LUST sites within Hayward on a case-specific basis, and for LUST sites in the area, which are outside the city limits

### **3.3.4 California Regional Water Quality Control Board, San Francisco Bay Region**

Files were reviewed at the RWQCB for 24 Cannery Court and 45 – 48 Review Way discussed above, and select information has been incorporated into that discussion, as appropriate. In addition, meetings were held with the Mr. Roger Brewer, Associate Engineering Geologist, regarding the RWQCB risk and cleanup criteria, the current status of selected release sites, and

regional environmental issues with the potential to impact Area 2. The RWQCB holds closure authority for contaminated sites in the San Francisco Bay Region, along with the CalEPA, DTSC. In addition, the RWQCB may serve as the lead agency for cleanups in which groundwater has been impacted, primarily those involving contaminants other than petroleum hydrocarbons, or releases involving other than LUSTs.

Discussions with the RWQCB indicated that the most recent guidance to determine if a significant threat is posed to human health and the environment applicable to sites within the Cannery Redevelopment Area with soil and groundwater contamination is the document entitled *Application of Risk-Based Screening Levels And Decision Making to Sites With Impacted Soil and Groundwater, Interim Final-August 2000*. RBSLs for soil and groundwater can be directly compared to site data, and under most circumstances, risks to human health and the environment can be considered insignificant at sites in which soil and groundwater contamination does not exceed applicable RBSLs (RWQCB, 2000). The use of RBSLs may be applied to a Tier 1 risk assessment, in which sample data are compared with RBSLs, and recommendations can be made regarding the need for further site investigation (RWQCB, 2000). Tier 2 and Tier 3 risk assessments may also be necessary at sites in which modification of the RBSLs is appropriate.

As a preliminary screening tool, ITSI compared RBSLs to sites of known contamination in the Cannery Redevelopment Area. In Area 2, the RBSLs were utilized to evaluate known contamination at the following sites:

- Cannery Court
- United Can
- Vacant Parcel Between Cannery Park and the Railroad Tracks
- Select Foods

These properties are currently designated by the City of Hayward to be residential or live work land uses, as part of the redevelopment plans. As a result of these designations, RBSLs for residential land use were utilized. These RBSLs represent subsurface soil values, in which the contamination is located greater than 10 feet bgs, and groundwater values, in which groundwater is a current or potential drinking water source. The selected RBSLs were determined to coincide with site conditions at these sites.



## Cannery Court

At the Cannery Court property, the following highest levels of the chemicals of concern were identified in the most recent site investigations (1994 to 1996), compared to applicable RBSLs.

Chemical of Concern	Site Data	RBSL soil	RBSL-groundwater
TPH-d	3,700 ppm soil	100 ppm	
	120 ppb groundwater		100 ppb
PCBs	0.26 to 1.0 ppm soil	0.22	NA
PCE	35 ppb groundwater	NA	5.0 ppb
TCE	150 ppb groundwater	NA	5.0 ppb
TCA	230 ppb groundwater	NA	62 ppb
1,1-DCE	66 ppb groundwater	NA	6.0 ppb

It should also be noted that site data represents the highest concentrations identified, and are not necessarily representative of contamination levels throughout the impacted area. RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended in these areas of Cannery Court.

Based on discussions with the RWQCB, the RBSLs for chlorinated VOCs are based on drinking water MCLs, as these values are considered the most conservative level of risk. However, at the Cannery Court site, a primary concern for the residential development of the site is the accumulation of VOCs in indoor air, as a result of groundwater contamination. The table below compares just the indoor air component of the RBSLs to the chlorinated VOCs found in the groundwater at the Cannery Court site. These RBSLs represent subsurface values, in which the contamination is located greater than 10 feet bgs, and indoor air values in which fine grained, less permeable soils are present. The selected RBSLs were determined to coincide with site conditions at Cannery Court.

Chemical of Concern	Site Data	RBSL Indoor Air Impacts
PCE	35 ppb groundwater	170 ppb in groundwater
TCE	150 ppb groundwater	750 ppb in groundwater
TCA	230 ppb groundwater	77,000 ppb in groundwater
1,1-DCE	66 ppb groundwater	1,000 ppb in groundwater

Based on this preliminary comparison of indoor air quality risks, it appears that chlorinated VOC levels in the groundwater do not represent a significant risk to human health from indoor air impacts. In the event that groundwater use was restricted at the Cannery Court site to address the RBSLs based on drinking water MCLs, it is likely that the VOC contamination at the Cannery Court site would be within acceptable levels to permit residential land use.

#### United Can

At the 199 C Street property, the following highest levels of the chemicals of concern were identified at the Lift Truck Sump, compared to applicable RBSLs.

Chemical of Concern	Site Data	RBSL-Soil	RBSL-Groundwater
TPH-d	580 ppm soil	100 ppm	NA
PCE	5.3 ppm soil	0.80 ppm soil	NA

It should be noted that site conditions at the Lift Truck Sump involve impacted soils above 10 feet bgs. Therefore, these RBSLs represent subsurface soil values, in which the contamination is located less than 10 feet bgs. RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended at the Lift Truck Sump.

#### Vacant Parcel

At the vacant parcel, the following highest levels of the chemicals of concern were identified in the most recent site investigations (1990 to 1995), compared to applicable RBSLs.

Chemical of Concern	Site Data	RBSL soil	RBSL-groundwater
TPH-d	5,700 ppm soil	100 ppm	
	600 ppb groundwater		100 ppb
PCBs	1.49 ppm soil	0.22	NA

RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended at the vacant parcel.

### Select Foods

At the Select Foods property, the following highest levels of the chemicals of concern were identified in the most recent site investigations (1994 to 1996), compared to applicable RBSLs.

Chemical of Concern	Site Data	RBSL-Soil	RBSL-Groundwater
TPH-d	100 ppm soil	100 ppm	NA
TPH-g	2,500 ppm soil	100 ppm	NA
Ethylbenzene	42 ppm soil	2.5 ppm	NA
Xylene	320 ppm soil	1.0 ppm soil	NA

RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended at the Select Foods site.

## 3.4 CONCLUSIONS AND RECOMMENDATIONS

### 3.4.1 Conclusions

Area 2 has been designated as the Cannery Area within the Cannery Redevelopment Area, and encompasses approximately 67 acres of primarily industrial land. The current redevelopment plans for Area 2 include medium to high density residential areas, live work areas, parks, a school and community center area, and a small commercial area. Figure 3-5 shows known and potential environmental concerns identified during this study, and Figure 3-6 provides a summary of historical industrial and agricultural land use in Area 2.

The eastern portion of Area 2, bordered by the Union Pacific railroad tracks, has been used for industrial purposes since the early 1890s, primarily as the Hunt Brothers Canning Company. The northern portion of the cannery was developed the earliest. The central portions of the cannery, housing the existing United Can facility and the Filbert warehouse, were constructed by 1948, and 1954, respectively. Cannery operations expanded to the southern area of the site in 1956, with the construction of the 24 Cannery Court building. Hunt Brothers eventually merged with Wesson packing company. During the peak of the cannery operations, the Hayward plant was the largest fruit and vegetable canning facility in the world. By 1961, the plant was capable of handling 12 million pounds of tomatoes per day, and employed nearly 5,000 workers.

Site uses have reportedly included warehousing, canning, labeling, packaging, cold storage, fruit processing, tin plating, boiler houses, transformer areas, fuel storage, electrical shops, and machine shop areas. Full production at the site ceased in approximately 1979, after the surrounding fruit orchards had been replaced by homes, and the tomato processing operations were moved to Oakdale. Many of the older site buildings were demolished at that time, and the remaining structures in the northern portions of the cannery had been demolished by approximately 1991. The facility continued to operate in reduced capacity under United Can, as a can manufacturing operation. United Can is currently undergoing the closure process. Can manufacturing operations reportedly halted at the end of December 2000, and the facility is planned for complete closure in 2001.

The western portion of Area 2 consists of one primary parcel, currently occupied by Select Foods, cold storage facility. This parcel has been used for industrial purposes since at least 1923. The Luthy Battery Manufacturer was located on the southern portion of this parcel in 1923, and Gillig Auto Body Manufacturer appeared in this area by 1948. This northern portion of this parcel has been occupied by a cold storage facility, under various ownership since approximately 1948.

Other historic land uses in Area 2 have included orchards, residential areas, a gas station, stores, an open air theater and the Burbank School.

The industrial history of Area 2, along with the current industrial operations conducted on the site, lend itself to several potential environmental concerns. These include the following:

- Many of the buildings on site have the potential to contain ACM and LBP. A survey for these materials was not included in this Scope of Work. The only definitive method of determining whether ACMs or LBP are present is to collect samples for laboratory analysis. If ACMs or LBP are identified, professionally trained and certified individuals may be required during demolition, or during remodeling or renovation procedures, which may disturb these materials.

#### **Cannery Park**

- Cannery operations were conducted in the Cannery Park area of the site since the 1890s. Historic industrial activities at Cannery Park may have resulted in previously unidentified environmental impacts. Former activities of potential concern include a transformer house near the center of the site, hazardous material storage in the northeastern portion of the site, and transformers and a lift truck repair shop in the southeastern area of the site. In addition, other undocumented areas of concern may be present.

#### **Vacant Parcel (Between Cannery Park and Railroad Tracks)**

- Two USTs were previously located on the vacant parcel from historic cannery operations conducted on the site. A 30,000-gallon concrete fuel oil, and a 4,000-gallon redwood UST containing oily water were removed in 1990, and contaminated soil was excavated from the site. Soil analytical data indicates up to 5,700 ppm TPH-d and up to 14,000 ppm TOG remained in the soil on site following remediation activities. In addition, TPH-d was found in the groundwater at 600 ppb during the final groundwater monitoring event at the site. Due to the low levels of contaminants in the groundwater shown to be decreasing over time, case closure was issued to the site in 1997. However, based on available data, it appears that soil and groundwater contamination was left in place which exceeded applicable RBSLs. Although these values are not necessarily cleanup criteria, it appears further investigation is warranted to address potential risks to future unrestricted land use.
- A limited soil investigation was performed at three former electrical transformer locations. PCBs were detected at up to 1.49 ppm in the soil. Based on available data, it appears no further investigation or remediation of the PCBs was conducted. The PCB contamination remaining on the vacant parcel exceeded RBSLs. Although these values are not necessarily cleanup criteria, it appears further investigation is warranted to address potential risks to future unrestricted land use.
- Cannery operations were conducted in this area of the site since the 1890s. Historic industrial activities at the vacant parcel may have resulted in previously unidentified environmental impacts. Former activities of potential concern include a machine shop and solvent storage area in the southeastern area of the

site. In addition, other undocumented area of concern may be present.

### **United Can Company**

- Cannery operations on this portion of Area 2 date back to before the turn of the century. The current and former site operations may have adversely impacted the soil and/or groundwater quality beneath the site. Onsite operations have included cooking, canning and warehousing operations, can manufacturing boilers and associated fuel oil tanks to provide heat for cooking operations, electrical transformers for onsite electrical service, and ancillary machine shop and trucking operations. In addition, several current areas of potential concern were observed during the site reconnaissance, including aboveground lacquer storage tanks, and outdoor hazardous material and hazardous waste storage areas. An existing UST containing butyl cellusolve is also present on site.
- A release occurred from 500-gallon sump located at the Lift Truck Shop, in the southeast end of the main United Can building. PCE and oil and grease were detected in the soil beneath the sump. In May 1996, the sump was removed, and soil samples taken from the excavation yielded only low levels of PCE at up to 5.3 ppm. Groundwater is found at approximately 45 feet bgs at the site, and was not encountered during the Lift Truck Sump investigation. Based on available information, it appears the lateral extent of the contamination was limited to the immediate vicinity of the sump. The Lift Truck Sump case remains an open release site. Although the PCE contamination remaining in soil was at relatively low levels, the concentration did exceed RBSLs, and though these values are not necessarily applicable as cleanup criteria, further investigation may be warranted to address potential risks to future unrestricted land use.

### **Cannery Court**

- The largest area of known environmental concern identified in the Cannery Redevelopment Area is the chlorinated VOCs previously identified in the groundwater in the southern portion of Area 2. The presence of the VOCs in groundwater beneath this portion of Area 2 could adversely impact unrestricted use of this area. Vapor-phase VOCs present in soil gas in equilibrium with a groundwater plume can migrate upward through the soil column and adversely affect indoor air quality in enclosed structures located above the plume. Groundwater investigations concluded that the VOCs originated from an upgradient off-site source, and there was no evidence the Cannery Court site was contributing to the plume. The RWQCB concurred with the Cannery Court site's conclusions regarding an off-site source, and all monitoring wells were abandoned at the site by 1997. There is currently no ongoing investigation regarding the VOC plume underlying the Cannery Court site. A review of prior groundwater results indicates potentially two different plumes, a PCE/TCE plume centered along Myrtle Street and a 1,1,1-TCA/1,1-DCE plume centered a little to the north along Meek Avenue. The distribution of the PCE/TCE plume suggests a possible distant source, but the 1,1,1-TCA/1,1-DCE plume is very narrow and could represent a more nearby source. VOCs in the groundwater exceed applicable RBSLs. However, based on discussions with the RWQCB, the RBSLs

for chlorinated VOCs are based on drinking water MCLs, as these values are considered the most conservative level of risk. At the Cannery Court site, a primary concern for the residential development of the site is the accumulation of VOCs in indoor air, as a result of groundwater contamination. Based on a preliminary comparison of indoor air quality risks, it appears that chlorinated VOC levels in the groundwater do not represent a significant risk to human health from indoor air impacts. The RBSLs based on drinking water impacts could be addressed through restricting groundwater use at the Cannery Court site. However, these results are based on data from 1994, and since no source has been identified, the potential for an upgradient source continuing to contribute to the plume(s) exists. Discussions with the RWQCB indicate further definition of upgradient VOC concentrations would be required to fully evaluate the potential future risks from the VOCs in the groundwater, and the associated impacts to residential development of this area.

- Three USTs were removed from the 21 Cannery Court site, and soil was excavated to a depth of 10 feet, which was considered the practical limit of excavation due to the close proximity to the building. Soil and groundwater samples collected downgradient of the prior USTs detected no petroleum hydrocarbons, and indicated that the contamination appeared to be limited to the immediate vicinity of the prior fuel dispensing island. Total extractable hydrocarbons in the soil were found at up to 3,700 ppm, and in the groundwater at up to 120 ppb. In 1997, the site was issued closure. The petroleum hydrocarbon contamination remaining at Cannery Court exceeded RBSLs. Although these values are not necessarily cleanup criteria, it appears further investigation is warranted to address potential risks to future unrestricted land use.
- PCBs were identified in the soil in a triangular-shaped area northwest of the 21 Cannery Court building. PCB-contaminated soil above the screening level for industrial use of 1 ppm was removed from the site. However, soil containing PCBs above the screening level for residential standards of 0.22 were left in place.
- Cannery operations on this portion of Area 2 have been conducted since the 1950s, and a furniture refinishing area was identified in the northeastern portion of the 24 Cannery Court building in the approximately 1990. In addition, agricultural land use was conducted on the site prior to this time. Although extensive investigations have been conducted at this site as part of the UST and VOC groundwater plume investigations, current and historic industrial activities at Cannery Court may have resulted in previously unidentified environmental impacts.
- Past agricultural land use in the southern portion of Cannery Court has resulted in the use of DDT, based on limited soils results, and potentially other pesticides. Of particular concern is potential mixing and storage areas, where concentrated forms of the pesticides may have been handled and stored.

#### **Select Foods Inc.**

- Two 10,000-gallon diesel USTs and one 8,000-gallon diesel and gasoline UST

were removed in 1999 from the Select Foods site. Approximately 390 tons of petroleum-contaminated soil was removed following tank removal, but contaminated soil persisted beyond a depth of 26 feet, the total depth of the excavation. Soil samples from the base of the excavation contained up to 2,500 ppm TPH-g, 42 ppm ethylbenzene, 320 ppm total xylenes, and 100 ppm TPH-d. No records of groundwater testing were identified. The case is currently open with the ACDEH.

- Current and former site operations, including existing and removed AST/USTs from current site operators, former operations by Gillig Brothers auto body manufacturing, and Luthy Company battery manufacturing facility, may have adversely impacted the soil and/or groundwater quality beneath the site.

#### **Centennial Park**

- Past agricultural land use in the Centennial Park may have resulted in the use of various pesticides, including DDT and other pesticides acceptable for use in the past but currently believed to pose potential environmental concerns. Of particular concern is mixing and storage areas, where concentrated forms of the pesticides may have been handled and stored.

#### **Shell Oil Gas Station**

- A Shell Oil Company gas station existed at 101 A Street (initially known as 109 A Street) from 1960 to 1980, at the southeast corner of A Street and Meekland Avenue. There are no records of an environmental investigation after this station was closed, and thus no information on whether contaminated soil or groundwater may still exist.

### **3.4.2 Recommendations**

To evaluate the potential unrestricted use of sites within Area 2, additional information may be needed. This would likely include onsite inspections of industrial properties within Area 2 to evaluate potential environmental concerns relating to current and historic site operations, the potential presence of ACM and LBP in onsite structures, and the presence of undocumented water wells.

Recommendations for specific sites within Area 2 include the following:

#### **Cannery Park**

- The Cannery Park portion of Area 2 has housed historic cannery operations since before the turn of the century. If alternate land use is considered for this site, especially unrestricted use, then additional information on the subsurface soil/groundwater quality may be warranted to evaluate the potential presence of chemicals typically used in the industrial operations previously conducted at the site. This could include soil and possible groundwater sampling, depending on



future potential land use and available analytical data. Specific chemicals of interest would include, but are not limited to, metals from canning operations, PCBs from electrical transformers, and VOCs and petroleum hydrocarbons from a repair and hazardous materials storage area.

### **Vacant Parcel**

- The vacant parcel, located between the railroad tracks and Cannery Park, has housed historic railway and cannery operations since before the turn of the century. The presence of PCBs and petroleum hydrocarbons at the concentrations reported for the vacant parcel could adversely affect potential future use of the site. Additional testing of subsurface soil/groundwater quality at the vacant parcel is warranted due to the presence of PCBs in the soil from historic transformers and TPH compounds remaining in the soil and groundwater from former USTs removed from the site. Although the impacted areas appear limited in extent, remediation activities, such as additional soil excavation, may be required.
- Historical industrial activities at the vacant parcel may have resulted in previously unidentified adverse impacts to subsurface soil and groundwater. Investigations of subsurface soil/groundwater quality are warranted at one or more additional sites not otherwise addressed in previous removal activities. This would include, at a minimum, the areas previously housing a machine shop and solvent storage in the southeast portion of the lot.

*grid sampling*

### **United Can**

- The Lift Truck Sump site in the United Can facility remains an open release site with low levels of PCE in the soil. Since these levels exceed RBSLs for residential land use, further soil removal may be required.
- Additional information on the United Can facility beyond the information available to date is warranted to evaluate potential impact on future unrestricted use of the site. This information would include a detailed site inspection and review of records maintained by United Can. Investigations of subsurface soil/groundwater quality may be required at one or more additional sites based on the results of onsite inspections. Specific areas of concern would be the potential presence of undocumented USTs, sumps or pits, the presence of stained pavement or soil, evidence of degraded or etched pavement, chemical and hazardous waste storage areas, and areas in which housekeeping concerns were previously noted during HFD inspections. Specific chemicals of interest would include, but are not limited to, metals from canning and machine shop operations, solvents, PCBs from electrical transformers, and petroleum hydrocarbons from fuel storage, boilers, maintenance and trucking operations.

### **Cannery Court**

- Additional information on the VOC plume(s) in the groundwater is warranted to identify current and future levels of VOCs, and allow the City of Hayward to plan ahead for long-term land use options. Collection of groundwater samples immediately upgradient of the two plumes along the eastern edge of Area 2 is recommended to verify their offsite source, and farther upgradient of Area 2 to

evaluate potential future levels of VOCs impacting Area 2 from a potentially more distant source. In addition, downgradient samples at the western edge of Area 2 are recommended to verify that the Cannery Court property is not contributing to the groundwater contamination from a previously unidentified source. An evaluation of the results of additional data on the VOC plume(s) beneath Area 2 in a Tier 1 Risk Assessment could be used to define the potential risks to human health at the site.

- Although closure was issued to the Cannery Court site with petroleum contamination remaining in place, the potential risk from petroleum hydrocarbons in soil and groundwater may require additional investigations for unrestricted use scenarios. In addition, the removal of additional contaminated soil, which was not feasible under current site conditions, may be considered practical in the event the current site buildings are demolished.
- The presence of PCBs in the soil at Cannery Court could adversely affect potential future use of the site. Although the impacted areas appear limited in extent, remediation activities, such as additional soil excavation, is warranted.
- Additional information on the Cannery Court parcels, beyond the information available to date, is warranted to evaluate potential impact on future unrestricted use of the site. This information would include a detailed site inspection. Investigations of subsurface soil/groundwater quality may be required at one or more additional sites based on the results of onsite inspections. Specific areas of concern would be the potential presence of undocumented USTs, sumps or pits, the presence of stained pavement or soil, evidence of degraded or etched pavement, chemical and hazardous waste storage areas, and areas in which housekeeping concerns were previously noted during HFD inspections.
- Depending on future land use considerations, limited additional testing of shallow soils for pesticides may be warranted in those areas in the southern portion of Cannery Court with past agricultural use

#### **Select Foods**

- Additional information on the subsurface soil/groundwater quality is warranted to evaluate potential impact on future unrestricted use of the site from the open LUST case.
- Information on potential impacts to subsurface soil/groundwater quality from current and/or historic site operations is warranted to evaluate potential impact on future unrestricted use. This additional information likely would include a detailed site inspection, and the collection of soil and groundwater samples from within the footprint of the current and former operations to evaluate the potential presence of chemicals typically used in the industrial operations indicated above. Specific chemicals of interest would include, but are not limited to, metals from both the battery manufacturing and auto body manufacturing operations, solvents from the auto body manufacturing operations, and petroleum hydrocarbons.

## 4.0 AREA 3 ASSESSMENT

### 4.1 SITE CHARACTERISTICS

#### 4.1.1 Location of Site

Area 3 encompasses approximately 10.25 acres of mixed industrial land occupied by small businesses, such as automobile-related services and residential properties. The area is composed of approximately 35 relatively small parcels, most of which are less than 0.5 acres in size. Area 3 is irregularly shaped, with boundaries, which generally include C Street on the north, Claire Street on the south, Alice Street on the west and Grand Street on the east. The area straddles the Burbank Neighborhood, which includes some of the oldest residential areas in the City of Hayward, and the Downtown Design Plan Area, which includes the higher density core downtown area to the east.

The major locations in Area 3 include the following:

- C Street, including 507 – 597 C Street;
- Claire Street, including 512 – 567 Claire Street;
- Alice Street, including 22721 – 22763 Alice Street; and
- Grand Street, including 22645 – 22797 Grand Street.

9454.1

The locations described above are associated with various parcels and landowners. In addition, multiple street addresses have been assigned to some of these parcels over time. Table 4-1 presents the available parcel numbers, acres, landowners and property addresses associated with the locations in Area 3.

#### 4.1.2 Physical Characteristics of Site and Vicinity

##### 4.1.2.1 Topography

The topography of Area 3 and the surrounding area is characterized as relatively flat. The United States Geological Survey (USGS) 7.5-minute map of the Hayward, California Quadrangle shows that the elevation of Area 3 ranges from approximately 85 to 95 feet above mean sea level, with the land surface sloping very gently to the west. Surface runoff at Area 3 is captured by a storm drain system with inlets located along the streets. The storm water runoff

### **Centennial Park**

- Additionally, depending on future land use considerations, limited testing of shallow soils for pesticides may be warranted in those areas in the northern portion of Area 1 with past agricultural use.

### **Shell Oil Gas Station**

- Based on potential unrestricted land use of the former Shell station at 101 A Street, subsurface soil sampling and possibly groundwater sampling may be warranted to determine whether contaminated soil and groundwater still exist beneath the former facility.

discharges to the City of Hayward municipal storm drain system. A small intermittent, unnamed creek that was covered in the 1940s to 1960s flows to the southwest beneath Area 3. Other nearby surface waters to Area 3 are Ward Creek, located approximately 0.4 miles to the southeast, San Lorenzo Creek, located approximately 0.6 miles to the northeast, and the San Francisco Bay, located approximately 3.5 miles to the west.

#### 4.1.2.2 Geology/Hydrogeology

Area 3 is located in the greater San Francisco Bay Area of the Pacific Coastal Range geomorphic province, which is characterized by a mixture of marine and nonmarine sedimentary rocks that are overlain by alluvial materials (RWQCB, 1999a). According to site investigations conducted on nearby properties, Area 3 is located within the San Lorenzo alluvial cone hydrogeologic unit of the East Bay Plain (E&K, 1993). The region is bounded by the San Leandro alluvial cone to the north, the foothills of the Diablo Range to the east, the Niles cone to the south, and San Francisco Bay to the west. The East Bay Plain includes an alluvial area near the foothills of the Hayward Hills and a marshland area adjacent to the San Francisco Bay (Golder, 1996).

The San Lorenzo alluvial cone consists of a series of coalescing alluvial fan deposits derived from the drainage basin of San Lorenzo Creek, which drains the western slope of the Diablo Range. The deposits in the area consist of a mixture of poorly consolidated to unconsolidated clay, silt, sand, and gravel. Shallow aquifers and clay beds extend to a depth of approximately 130 feet bgs. The shallow aquifers are generally used for irrigation only. At one location, the regional aquitard, the Yerba Buena Mud, exists at depths of 134 to at least 150 feet bgs (Levine Fricke, 1999a). This aquitard may be laterally continuous and may restrict groundwater flow between the shallow and deeper aquifers, thus potentially protecting the deeper aquifers from contamination that may be present in the shallow aquifers. Below the aquitard, the shallowest confined aquifer in the vicinity of Area 3 is the Newark Aquifer, below which the Centerville and Fremont aquifers are found to depths up to 400 feet bgs.

Based on groundwater investigations conducted at an adjacent property, the depth to first-encountered groundwater in the vicinity of Area 3 ranges from approximately 50 to 65 feet bgs (Levine Fricke, 1999b). The groundwater gradient established in the adjacent site investigations

is west to southwest, which is consistent with regional groundwater flow patterns (RWQCB, 1999a).

Groundwater in the San Lorenzo alluvial cone is used primarily for industrial water supply and for irrigation (RWQCB, 1999a). The City of Hayward acquires its drinking water from the San Francisco Water Department's Hetch Hetchy Aqueduct, which originates from the Tuolumne River system. Before the 1950's groundwater was the main source for the City's water supply. The City's emergency water supply system uses groundwater, and a water-supply well is located at the Alameda County complex approximately 0.6 miles southwest of Area 3. The total depth of this well is 560 feet. Near Area 3, one inactive irrigation well exists at 722 B Street (Levine Fricke, 1999a). Additional wells are located a short distance outside Area 1 in all directions. The current status of these wells is unknown.

#### **4.1.3 Current Uses of the Site**

##### C Street

The C Street portion of Area 3 occupies approximately 4.0 acres, and is comprised of 10 individual parcels. Land use along C Street includes a towing service, used car sales, upholstery services, refinishing services, miscellaneous light industrial operations, an employment training center, and residential properties.

##### Claire Street

The Claire Street portion of Area 3 occupies approximately 2.7 acres, and is comprised of 10 individual parcels. Land use along Claire Street includes a metal fabricating shop, auto repair and auto body shops, a communications warehouse, and residential properties.

##### Alice Street

The Alice Street portion of Area 3 occupies approximately 1.9 acres, and is comprised of 7 individual parcels. Land use along Alice Street includes a roofing company, an awning design and assembly shop, an auto repair shop, an auto upholstery shop, a plastering contractor, and residential properties.

### Grand Street

The Grand Street portion of Area 3 occupies approximately 1.7 acres, and is comprised of 6 individual parcels. Land use along Grand Street includes an auto collision repair facility, a building supply facility, unknown small industrial uses, and residential properties.

#### **4.1.4 Past Uses of the Site**

A variety of historical records were obtained and/or reviewed as part of this TBA. These records included, but were not limited to, the following:

- Historical Aerial Photographs
- Historic Sanborn Fire Insurance Maps
- City Directories
- Building Permits
- Prior Environmental Reports

In addition, telephone interviews with site occupants provided historical information in some cases. The results of this historical research are presented in the following sections.

##### 4.1.4.1 Historical Aerial Photographs

Historical aerial photographs with coverage of Area 3 were available for the years 1947, 1954, 1957, 1959, 1966, 1969, 1971, 1973, 1975, 1977, 1981, 1983, 1988, 1992, 1996, and 1999 from Pacific Aerial Surveys. The photographs were reviewed for indications of past activities and uses of Area 3 and vicinity. Table 4-2 provides a summary of observations from the historical aerial photographs.

##### 4.1.4.2 Sanborn Fire Insurance Maps and Other Sources

Sanborn Fire Insurance Maps for 1923, 1948, 1950, 1953, 1956, 1957, and 1966 were obtained and reviewed for indications of past activities and uses of the site and vicinity. The area has been developed with industrial and some commercial land use during this period. Table 4-3 provides a summary of observations from Sanborn maps. Figure 4-1 shows a selected portion of the 1966 Sanborn Fire Insurance Map for Area 3.

Historical occupancy information was reviewed by ITSI from several sources including: an EDR City Directory report; building permits in HBD files; and environmental reports in HFD files. In addition, telephone interviews conducted with site occupants provided some limited historical

information. Table 4-4 provides a summary of historical land uses in Area 3 identified by these other sources. It should be noted that historical records showing site occupancy were ordered based on the site address list provided by the City of Hayward. As a result of data gaps in the list, records from these other sources were not obtained for certain parcels. These data gaps were primarily for parcels in which secondary addresses were later identified. Map-based historical research (i.e., historical aerial photographs and Sanborn maps), building permit reviews, and HFD file reviews were conducted for all portions of Area 3.

#### **4.1.5 Current and Past Uses of the Adjoining Properties**

The immediate vicinity surrounding Area 3 includes primarily residential properties, along with some commercial and industrial properties. ITSI observed the following uses during the Site reconnaissance:

##### North

- Area 3 is bordered to the north by single-family residential properties

##### South

- Area 3 is bordered to the south by single-family residential properties and apartments

##### East

- Area 3 is bordered to the east by the surface parking lot for the Hayward BART station, the parking garage for the Hayward BART station, and by an apartment complex

##### West

- Area 3 is bordered to the west by residential properties

Past uses of the adjoining properties are predominantly similar to existing land uses. Further discussion of off-site environmental conditions is presented in Section 4.3 of this report.

## **4.2 RESULTS OF SITE RECONNAISSANCE AND INTERVIEWS**

A site reconnaissance of Area 3 was conducted on January 30, 2001 by Ms. Anita Trafficante and Mr. Mark Sorensen of ITSI. According to the scope of work for this project, ITSI did not physically enter any of the properties. All site observations were made from either public property or public right-of-ways.



ITSI attempted to contact current property owners or occupants in Area 3, and conduct telephone interviews concerning historical and present usage and/or presence of hazardous substances and petroleum products. Residential property owners were not contacted during the interview task per guidance from the City of Hayward.

The results of the site reconnaissance are presented below. Appendix A provides a selection of photographs from each area. Relevant information obtained through the interview process is incorporated into the following discussion. Copies of the telephone interview questionnaires are included in Appendix B.

The site reconnaissance for Area 3 did not provide detailed information for many of the sites due to lack of visibility from the street. However, several notable observations relating to site operations were made. Along C Street at 570 C Street, a 5-gallon waste oil container was observed outside without secondary containment, along with a small square tank with combustible liquids. At 575 C Street, the two rear buildings house up to 16 individual tenants in small bays, most of which are involved in auto repair or painting. However, not all bays were labeled to indicate the current tenant.

Along Alice Street at 22700 Alice, a large building (about 50 by 70 feet) has a back entrance onto the back yard of the house at 507 C Street. At 22721 Alice Street, the partially unpaved storage yard contained a large volume of stored materials including primers, sealers, paints, and mastic. At 22722 Alice Street, a large variety of automotive parts and various containers are present in the yard in front and on the side of the building. At 22740 Alice Street, a trailer near the street is marked for flammable storage, and a second trailer is labeled as dangerous; compressed gas cylinders were also visible. At 22747 Alice Street, a small business called Enave Plastering occupies the house and yard, where a large volume of non-hazardous materials are stored.

Along Claire Street, the lot at 548 Claire Street has an outdoor storage area with a variety of equipment and containers. At 549 Claire Street, a large warehouse area was visible, used for the storage of telecommunications gear.

Along Grand Street at 22765 Grand, salvage yard vehicles occupy most of the parcel in the unpaved area behind the building; a storage trailer is present in a rear corner. At 22645 Grand Street, the building is partially occupied, and an old conveyor system and other equipment are sitting in the rear yard.

#### **4.3 RECORDS REVIEW**

To evaluate potential environmental concerns regarding the site and surrounding properties, regulatory agency records were reviewed for historic or ongoing environmental enforcement actions. This consisted of a review of available records or conversations with personnel from the following sources:

- EDR
- HFD
- ACDEH
- RWQCB

##### **4.3.1 Environmental Data Resources, Inc.**

An electronic database search was performed for Area 3 and vicinity by EDR. The EDR electronic database search included environmental databases for federal, state, and regional regulatory agencies applicable for an ESA performed according to ASTM E-1527 standards. Due to the acreage (approximately 10 acres) and the irregular shape of Area 3, a specialized EDR report (Area Study) was ordered which plots the site boundaries and the one-mile radius measured from the Area 3 boundaries, as required by ASTM standards. A copy of the EDR report is included on the attached CD-ROM, and a description of the databases searched is included in the EDR report.

The database report was reviewed to note reported releases in Area 3 or in the surrounding vicinity that indicate an environmental condition which could potentially impact the site. Reported release sites listed in the regulatory agency database search report were evaluated with respect to the nature and extent of the release, the distance of the reported release from Area 3, and the position of a reported release with respect to known or expected local and/or regional

groundwater flow direction (i.e., west-southwest). Generally, reported release sites located within 0.5 mile upgradient, 0.25 mile cross-gradient, or adjacent downgradient were considered to have a potential to impact Area 3, and are discussed below. Properties which were listed in the database search report but not identified as a release site (for example, a site listed as a hazardous waste generator but not as having had a release) were not considered to have a potential to impact Area 3. Any such non-release sites identified within Area 3 are discussed.

#### 4.3.1.1 Site Listings

A review of the EDR database report indicated that the following site addresses for Area 3 are listed on environmental databases:

- One RCRIS-Large Quantity Generator (575 C Street)
- Two RCRIS-Small Quantity Generators (529 C Street, 22765 Grand Street)
- One Cortese site (22721 Alice Street)
- Two LUST sites (22721 Alice Street, 529 C Street)
- One UST site (529 C Street)
- One CA FID site (529 C Street)
- Three FINDS sites (575 C Street, 529 C Street, 22765 Grand Street)
- Eleven Haznet sites (five facilities at 575 C Street; 529 C Street; 22765 Grand Street; 22721 Alice Street; 512 Claire Street; 519 Claire Street; 549 Claire Street)

ITSI reviewed available records for each of these sites. Information obtained from this review is summarized in Table 4-5. In addition, nine other Area 3 addresses are on file at HFD due to current or former status as hazardous waste storage facilities or hazardous waste generators. Files for these site addresses were also reviewed, and are summarized in Table 4-5.

#### 4.3.1.2 Surrounding Property Listings

The EDR database search identified the following surrounding properties as release facilities surrounding Area 3 within the evaluation criteria described previously:

- Fifteen (15) LUST records within 0.5 miles of the site
- Fourteen (14) Cortese site records within 0.5 miles of Area 3

Twelve of the 15 LUST sites identified in the surrounding area within the evaluation criteria are listed in the EDR report as closed or as having impacts to soil only, and therefore are not considered to represent an environmental concern to Area 3. One of these sites, the Herring

property at 22701 Watkins Street, has been closed, according to Hugh Murphy of HFD. The other two LUST sites are discussed below.

### **22700 Main Street**

The City of Hayward Fire Station #1 (22700 Main Street) had three USTs (two 550-gallon and one 110-gallon UST) which were removed in 1995. Soil samples from the margins of the excavation showed non-detectable concentrations for petroleum hydrocarbons and BTEX compounds. However, groundwater was impacted, and a total of 4,900 gallons of contaminated groundwater was removed from the site. Contaminant concentrations in groundwater have declined from 4,700 ppb to 1,200 for TPH-d, from 1,200 ppb to non-detectable (less than 50 ppb) for TPH-g, and from 1.2 ppb to non-detectable (less than 0.5 ppb) for benzene. Hugh Murphy of HFD said that the city intends to collect one more round of groundwater samples; if these samples show further expected declines in contaminant concentrations, HFD will request site closure from the RWQCB. Based on relatively small site impacts to groundwater as well as the relatively long (1,600 feet) distance of the site from Area 3, this site is considered unlikely to affect Area 3.

### **22810 Foothill Boulevard**

At the Shell station at 22810 Foothill Boulevard, contamination was reported in 1988 in an observation well. Free petroleum was to be removed, although no documentation of removal was found. The USTs and lines were leak-tested and passed. Contaminant concentrations in groundwater ranged up to 700 ppb of total purgeable petroleum hydrocarbons (six to 12 carbon atoms, generally the gasoline range) and 65 ppb of benzene. Groundwater contaminant concentrations have declined in recent years, and no detections were found in site wells in the last two or more rounds of sampling (in 1995). The site remains open because of fairly localized soil contamination found during the replacement of piping in 1995. At that time up to 180 ppm of TPH-g and 0.036 ppm benzene were found in samples collected from beneath the piping, and 54 cubic yards of contaminated soil were removed from the site and disposed of. Based on the relatively small amount of contaminated soil, the relatively low contaminant concentrations in groundwater, and the relatively long distance (approximately 1,700 feet) of this site from Area 3, this site is considered unlikely to affect Area 3.

Ten of the 14 Cortese sites identified in the surrounding area within the evaluation criteria are also listed under the LUST database, and have been addressed in the discussion above. Of the remaining Cortese sites, one is identified as the American West property, located at 750 A Street. This site was granted closure in 1993 by HFD as the agent for RWQCB. Another of the Cortese sites not listed under the LUST database is identified as the Shell property, located at 8 Foothill. According to the HFD, there is no environmental file for this site; further, there is no such address in the City of Hayward. Another Cortese site not listed under the LUST database is identified as the Unocal property, located at 391 A Street. According to the HFD, there is no environmental file for this site; this listing may refer to the Unocal station at 391 West A Street, which is located more than 0.5 miles downgradient from Area 3. These three Cortese sites are not considered to represent an environmental concern for Area 3.

The fourth Cortese site is listed as the Grand Street Apartments located at Grand and D Streets, across the street from the southern part of Area 3. This site had one old tank containing soil, and a crushed drum. Soil samples were collected from the soil located both inside and beneath the tank, and soil samples were collected from the area of the drum. Low to undetectable contaminant concentrations were found, and the site was subsequently closed by HFD in 1998. This Cortese site is not considered to represent an environmental concern for Area 3.

#### **722 B Street**

In addition to the EDR file listings, one site unlisted under EDR but with potential impact upon Area 3 was discovered. Files were reviewed at the RWQCB for the American Stores site, which is under construction at 722 B Street. This is an active site for which the RWQCB holds oversight authority. During investigations prior to construction, chlorinated solvents were found in soil and groundwater at and adjacent to a dry cleaning facility that existed at 22525 Watkins from approximately 1970 to 1998 (Levine Fricke, 1999b). In investigations conducted in 1992 and 1998, concentrations of PCE in soil ranged from 100 to 4,600 ppb in an area of approximately 70 by 90 feet, in 41 out of the 44 samples collected from depths of 2.5 to 31.5 feet. Lower concentrations of PCE (from 11 ppb) were found across a wider area of approximately 120 by 260 feet. The petroleum-associated hydrocarbons TPH-g, TPH-d, and

BTEX were not detected. In groundwater, PCE concentrations in temporary wells in 1998 ranged up to 1,200 ppb in a contaminant plume that extended south and west from the former dry cleaner. Other chlorinated VOCs that were detected in one or more wells were TCE up to 250 ppb), trans-1,2-dichloroethene (up to 140 ppb), cis-1,2-dichloroethene (up to 77 ppb), and 1,2-dichloroethane (up to 7 ppb). TCE and cis-1,2-dichloroethene are commonly formed in the environment through the step-wise degradation of PCE under reducing chemical conditions.

Contaminated soils at the American Stores site were remediated during September 2000. An agreement for mutual release and covenant not to sue was entered into by the RWQCB and American Stores Properties, Inc. (ASPI) in July of 1999 (RWQCB, 1999b). Part of the agreement stipulates that a deed restriction be signed and recorded by ASPI, prohibiting or restricting use of groundwater at the site and restricting use of the site to correspond to risk-based cleanup goals that were developed previously. Groundwater at the American Stores site flows to the west-southwest, and the downgradient edge of the PCE/TCE groundwater contaminant plume originating at the site has not yet been defined. Based on the recalcitrance of PCE and TCE to degradation, it is possible that this contaminant plume could extend into Area 3, which is approximately 1,200 feet southwest (roughly downgradient) of the American Stores site. With currently available information it is not possible to verify whether this is the case, because none of the few wells located in Area 3 are known to have been tested for chlorinated VOCs.

#### **4.3.2 City of Hayward Fire Department**

Files were reviewed at the HFD for the sites discussed above, and selected information has been incorporated into that discussion, as appropriate. In addition, meetings were held with the Mr. Hugh Murphy, HFD Hazardous Material Program Coordinator, regarding the current status of selected release sites and regional environmental issues with the potential to impact Area 3.

HFD is the local oversight agency for LUST sites within the City of Hayward, although ACDEH may perform the local oversight role for selected sites in Hayward on a case-specific basis.

ACDEH is also the local oversight for agency for LUST sites in the area which are outside the city limits. The RWQCB retains closure authority for sites in Hayward.

#### **4.3.3 Alameda County Department of Environmental Health**

Files for the known Area 3 sites were available through the HFD and the RWQCB, and separate review at the ACDEH was not necessary.

#### **4.3.4 California Regional Water Quality Control Board, San Francisco Bay Region**

Files were reviewed at the RWQCB for one site discussed above, and selected information has been incorporated into that discussion, as appropriate. In addition, meetings were held with Mr. Roger Brewer, Associate Engineering Geologist, regarding the RWQCB risk and cleanup criteria, the current status of selected release sites, and regional environmental issues with the potential to impact Area 3. The RWQCB holds closure authority for contaminated sites in the San Francisco Bay Region, along with the CalEPA, DTSC. In addition, the RWQCB may serve as the lead agency for cleanups in which groundwater has been impacted, primarily those involving contaminants other than petroleum hydrocarbons, or releases involving other than LUSTs.

Discussions with the RWQCB indicated that the most recent guidance to determine if a significant threat is posed to human health and the environment applicable to sites within the Cannery Redevelopment Area with soil and groundwater contamination is the document entitled *Application of Risk-Based Screening Levels And Decision Making to Sites With Impacted Soil and Groundwater, Interim Final-August 2000*. RBSLs for soil and groundwater can be directly compared to site data, and under most circumstances, risks to human health and the environment can be considered insignificant at sites in which soil and groundwater contamination does not exceed applicable RBSLs (RWQCB, 2000). The use of RBSLs may be applied to a Tier 1 risk assessment, in which sample data are compared with RBSLs, and recommendations can be made regarding the need for further site investigation (RWQCB, 2000). Tier 2 and Tier 3 risk assessments may also be necessary at sites in which modification of the RBSLs is appropriate.

As a preliminary screening tool, ITSI compared RBSLs to sites of known contamination in the Cannery Redevelopment Area. In Area 3, the RBSLs were utilized to evaluate the Bigham-Taylor property. The Bigham-Taylor property is located in an area currently designated by the City of Hayward to be commercial and residential land use. As a result of this designation, RBSLs for residential land use were utilized.

Chemical of Concern	Site Data	RBSL-Soil	RBSL-Groundwater
TPH-d	5,100 ppb groundwater	NA	100 ppb
Benzene	1,200 ppb groundwater	NA	1 ppb

These RBSLs represent groundwater values in which groundwater is a current or potential drinking water source. The selected RBSLs were determined to coincide with site conditions at the Bigham-Taylor facility. It should also be noted that site data represents the highest concentrations identified, and are not necessarily representative of contamination levels throughout the impacted area. RBSLs are not intended to establish cleanup levels. However, this preliminary comparison implies further site investigation would be recommended.

#### 4.4 CONCLUSIONS AND RECOMMENDATIONS

##### 4.4.1 Conclusions

Area 3 comprises the Eastern Industrial Area of the Cannery Redevelopment Area, and encompasses approximately 10.25 acres of mixed industrial, commercial, and residential land. Figure 4–2 shows known and potential environmental concerns identified during this study, and Figure 4–3 provides a summary of historical industrial and agricultural land use in Area 3.

The current redevelopment plans for Area 3 include commercial land use along Grand Street, live/work areas, and high-density residential areas. Portions of Area 3 have reportedly been used for industrial purposes since approximately the 1920s, when the first industrial structures were built. The various industrial and commercial operations have been relatively small, and few major environmental concerns have been noted. However, a more complete assessment of environmental concerns would require onsite inspections, which were not performed as part of the scope-of-work for this project.

The industrial and commercial history of Area 3, along with the current industrial and commercial operations conducted on the site, lend themselves to several known and/or potential environmental concerns. These include the following:



- Soil and groundwater contamination by petroleum hydrocarbons has been identified at a former UST location on the Bigham-Taylor Roofing property (22721 Alice Street). Relatively high concentrations of TPH-g and benzene were noted in the most-recent groundwater sample, and the disposition and volume of excavated soil has not been documented.
- The gravel-bottomed sump in a paint booth at 512 Claire Street represents a possible route of release of hazardous substances to soil and groundwater. The sump has reportedly never been pumped out.
- The current and historic industrial activities at Shalo's Refinishing (554 C Street) may have resulted in previously unidentified environmental impacts. Hazardous materials used in these operations have included chlorinated solvents, and HFD has identified a variety of deficiencies regarding chemical and hazardous waste storage, housekeeping, and documentation.
- The existence of relatively high concentrations of PCE and TCE in a groundwater contaminant plume approximately 1,200 feet to the northeast (upgradient in terms of groundwater flow) is a concern for Area 3. These chemicals are relatively resistant to degradation, and may have migrated with the contaminant plume to affect groundwater beneath a portion of Area 3.
- At several sites (570 C St., 22721 Alice St., 529 C St.), HFD hazardous materials inspections have identified a variety of deficiencies regarding storage, housekeeping, and documentation. Such deficiencies may have resulted in environmental contamination. However, there are no records of environmental investigation conducted at the sites in question to determine potential impacts from historic practices.
- Many of the buildings on site have the potential to contain ACM and LBP. A survey for these materials was not included in this Scope of Work. The only definitive method of determining whether ACM or LBP are present is to collect samples for laboratory analysis. If ACM or LBP are identified, professionally trained and certified individuals may be required during demolition, or during remodeling or renovation procedures, which may disturb these materials.

#### **4.4.2 Recommendations**

To evaluate the potential unrestricted use of sites within Area 3, additional information may be needed. This would likely include onsite inspections of industrial and commercial properties within Area 3 to evaluate potential environmental concerns relating to current and historic site operations, the potential presence of ACM and LBP in onsite structures, and the presence of undocumented water wells.

Additional recommendations for specific sites within Area 3 include the following:

- Additional information on subsurface soil/groundwater quality at the Bigham-Taylor Roofing property is warranted due to the presence of elevated levels of TPH-g and benzene in the most-recent groundwater sample from the site and uncertainty over the extent and disposition of excavated soil.
- An investigation of subsurface soil/groundwater quality relative to the gravel-bottomed sump in a paint booth at 512 Claire Street is warranted due to the potential for release of hazardous materials directly to the subsurface as part of ongoing site operations.
- Investigations of subsurface soil/groundwater quality may be warranted at one or more additional sites based on the results of onsite inspections. Specific areas of concern would be the potential presence of undocumented USTs, sumps or pits, the presence of stained pavement or soil, or evidence of degraded or etched pavement. Of particular interest are sites where deficiencies in chemical and hazardous waste storage and housekeeping were previously noted during HFD inspections.
- An evaluation of the potential presence of chlorinated solvents in groundwater beneath Area 3, either due to upgradient offsite source(s), including the ASPI site, and/or the presence of Area 3 source(s) contributing to the chlorinated solvents identified in groundwater beneath the southern portion of Area 2. The potential presence of chlorinated solvents beneath Area 3 could adversely affect unrestricted use of this area, depending on current concentrations and soil conditions. Vapor-phase VOCs present in soil gas in equilibrium with a groundwater plume can migrate upward through the soil column and adversely affect indoor air quality in enclosed structures located above the plume. Depending on future land use considerations, the potential risks to future site occupants from the presence of VOCs in groundwater may require evaluation.

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**Table 2-1**

**Land Use  
Area 1 of Cannery Redevelopment Area  
City of Hayward**

<b>Land Use</b>	<b>Primary Site Address</b>	<b>Additional Site Addresses</b>	<b>Current Assessor's Parcel Number(s)</b>	<b>Acreage</b>	<b>Landowner<sup>1</sup></b>
Costco Retail Center	22330 Hathaway Avenue	22320 Hathaway Avenue (former Tire Center building)	429-0082-003-00;	11.19	Price Company
Owens Brockway Glass Container Plant	22302 Hathaway Avenue	Unknown	429-0073-011-00; 429-0082-001-07	7.42; 0.83	Owens Brockway Glass Container, Inc; Container General Corp.
Multi-Tenant Warehouse	22300 Hathaway Avenue	Unknown	429-0073-057-00; 429-0073-058-00	4.96; 0.65	Wiegman Road Properties, Inc.
Owens Brockway Warehouse	22302 Hathaway Avenue	22290 Hathaway Avenue	429-0068-001-02; 429-0073-001-08	11.65; 0.04	Hayward Properties Inc.
Vacant Parcel	West A Street at the Underpass	Unknown	429-0082-002-00	0.82	City of Hayward

<sup>1</sup> Landowner information provided by City of Hayward Metroscan system, and may not be current



Table 2-2

**Review of Historical Aerial Photographs <sup>(1)</sup>**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Date	Flight & Frame No.	Scale	Observations
3/24/47	AV 11-05-28	1:20,000	Hathaway Avenue and A Street are both present in 1947. Numerous structures, equipment, and storage yards associated with the cannery are visible at the southern portion of Area 1, in the area of the current Costco parcel. Cannery structures are also present in the area currently housing the 22300 Hathaway Avenue multi-tenant warehouse, including an older warehouse-type building, and several smaller structures and areas of row storage. The areas currently housing the Owens Brockway glass plant and the Owens Brockway warehouse are comprised of orchards. A farmhouse building and several smaller outbuildings are visible on the southwest corner of the lot currently housing the Owens Brockway warehouse, along Hathaway Avenue. The surrounding area farther north and west of the Area 1 is also occupied by orchards. Industrial development of the cannery area south of A Street is visible at this time.
3/2/54	AV 119-19-18	1:10,000	In the 1954 aerial photograph, several additional structures are visible in the cannery area at the southeastern end of the Area 1. The structures and storage areas previously identified in the area housing the 22300 Hathaway Avenue multi-tenant warehouse have changed configurations, and several new structures and an open storage yard are visible. The Owens Brockway glass plant is present in the eastern portion of Area 1. Three large warehouse buildings are present at the glass plant, and tanks in the current location of the aboveground diesel tank and large propane tank at the plant are visible. No significant changes were visible on the Owens Brockway warehouse lot, which still appears as an orchard. Additional industrial development is apparent in the surrounding area, particularly in the cannery operations located south of A Street. Additional residential development is also evident in the surrounding area.
5/3/57	AV 253-16-46	1:12,000	No significant changes were visible on the site, with the exception of changes in the configurations of the smaller structures, row storage, and yard areas of the cannery.
7/8/59	AV 337-08-54	1:9,600	In the 1959 photograph, three new structures are visible in the cannery at the northwestern section of the Costco parcel and adjacent to the 22300 Hathaway Avenue multi-tenant warehouse. In addition, a lot of container storage is visible in the yard areas located on the 22300 Hathaway Avenue multi-tenant warehouse lot. No significant changes were visible at the Owens Brockway glass plant or the Owens Brockway warehouse, with the exception of some trailers or small sheds along the southern border of orchards, and a parking area, which is visible on the small lot separating the 22300 Hathaway Avenue multi-tenant warehouse and the Owens Brockway warehouse lots.
7/26/63	AV 550 11 26	1:36,000	The existing 22300 Hathaway Avenue multi-tenant warehouse has been constructed, and now occupies a majority of the area previously housing two smaller warehouse-type buildings and surrounding storage yards. The area north of the building houses parking areas associated with the glass plant. Several of the smaller cannery site structures on the Costco parcel have again changed configuration. No significant

Table 2-2

**Review of Historical Aerial Photographs <sup>(1)</sup>**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Date	Flight & Frame No.	Scale	Observations
			changes were visible on the Owens Brockway glass plant and Owens Brockway warehouse lots. The scale of this photograph was very small, and therefore, some features were not distinguishable.
4/25/66	AV-710-12-32	1:36,000	The existing Owens Brockway warehouse building has been constructed. A large aboveground tank in the location of the current 300,000-gallon water tank is visible. No significant changes were visible on other portions of the site. The scale of this photograph was very small, and therefore, some features were not distinguishable.
7/5/68	AV-858-08-38	1:12,000	Several of the smaller cannery site structures and yard areas located on the Costco parcel have again changed configuration. The three large warehouse structures, visible at the Owens Brockway glass plant since the 1954 photograph, are no longer present. The area along the southern boundary of the Owens Brockway warehouse lot appears to be housing storage areas. No significant changes were visible on the 22300 Hathaway Avenue multi-tenant warehouse lot.
4/18/73	AV-1100-07-47	1:12,000	Several of the smaller cannery site structures and yard areas located on the Costco parcel have again changed configuration. A new parking area is also visible on the Costco parcel at the northwest portion of the cannery site, along Hathaway Avenue. No significant changes were visible on the 22300 Hathaway Avenue multi-tenant warehouse, with the exception of an extension visible at the north end of the building. The current large warehouse structure located at the southern end of the Owens Brockway glass has been constructed in the area previously housing the three warehouse structures. In addition, the current Owens Brockway glass plant office building has also been constructed. No significant changes were visible on Owens Brockway warehouse lot, with the exception of storage being visible along the north and east sides of the building.
7/20/77	AV 1377-06-43	1:12,000	No significant changes were visible in Area 1. The cannery area located south of A Street is more extensive in this photograph.
6/21/83	AV-2300-07-40	1:12,000	No significant changes were visible in Area 1. The A Street overpass has been constructed to the south, and portions of the cannery operations and industrial complexes located south of A Street have been removed, and now appear as open graded lots. According to Hayward Fire Department (HFD) records, The Price Company purchased the cannery lots later in 1983
3/30/88	AV 3268-7-44	1:12,000	The cannery buildings are no longer present on the Costco parcel in the southeastern portion of Area 1. The area appears as an open graded lot in this photograph. The Price Club Tire Center building has been constructed southeast of the 22300 Hathaway Avenue multi-tenant warehouse, and the areas directly south and east of the 22300 Hathaway Avenue building appear as a parking area for the Price Club buildings. This is consistent with HFD records, which indicate The Price Club occupied the 22300 Hathaway Avenue warehouse at this time. The extension at the north end of the 22300 Hathaway Avenue

**Table 2-2**

**Review of Historical Aerial Photographs <sup>(1)</sup>  
Area 1 of Cannery Redevelopment Area  
City of Hayward**

Date	Flight & Frame No.	Scale	Observations
			multi-tenant warehouse is no longer present, and is now occupied by a parking area. Container storage also appears to be occurring in this area, south of the propane tank associated with the Owens Brockway glass plant. Several additions to the Owens Brockway glass plant have occurred along the northern border of the lot. These buildings currently are designated as the Minor Ingredients building at the glass plant. No significant changes were visible at the Owens Brockway warehouse.
6/17/92	AV 4230-18-39	1:12,000	No significant changes were visible in Area 1, with the exception of the area southeastern section of the site, in which the foundation of the current Costco retail center is visible.
4/21/99	AV 6100-218-23	1:12,000	The Costco retail center has been completed in the southeastern portion of the site. No significant changes were visible in other areas of the site.

<sup>(1)</sup> Historical aerial photographs obtained from Pacific Aerial Surveys.

Table 2-3

**Review of Sanborn Maps**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Year <sup>1</sup>	Historic Land Uses <sup>2</sup>
1893	The map covers only the southeastern portion of the Costco parcel, within approximately 350 feet of the intersection of A Street and the Southern Pacific railroad tracks. One large structure (approximately 80 by 200 feet) is present on the southeastern part of the future Costco parcel, labeled as C.S. Long's Hay & Grain Warehouse. A dwelling and associated structures are present a short distance to the west.
1896	No significant changes were indicated, with the exception of an additional C.S. Long's Hay & Grain Warehouse to the northwest, with approximate dimensions of 110 by 175 feet.
1903	Coverage of Area 1 expands slightly in this map to include more of the eastern portion of the Costco parcel. This map shows structures for the Pacific Vinegar & Pickle Works extending along the railroad, covering a total area of approximately 150 by 450 feet. A crude oil UST is mapped in the west-central portion of the facility, near a 15,000-gallon aboveground water tank.
1907	The 1907 map covers the triangular southeastern portion of the Costco parcel, extending from the railroad tracks to Sonoma Street. The Pacific Vinegar & Pickle Works facility has expanded to the west. A new tank house structure is present, with the approximate dimensions of 55 by 190 feet. Other portions of the facility are labeled process room, tank house, kraut house, vinegar works, cooperage, shed, and office. The easternmost dwelling has been removed. Three dwellings are present in the western portion of the parcel, along A Street.
1923	The entire Costco parcel is covered by the 1923 map. This parcel is occupied by California Conserving Companies' Vinegar & Pickle Works. Structures present in 1907 appear to have been replaced by new structures at generally similar locations, and new structures have also been added to the northwest and west. The large structures are labeled canning building, vinegar building, salt house, sorting & process room, ketchup building, tomato building, box shed, and blacksmith & machine shop. Near the north-central portion of the facility is a transformer house and 40,000-gallon oil UST, adjacent to the boiler house and near an oil house. The 40,000-gallon UST is in the general vicinity of UST No. 1, identified in recent site remediation investigations of the Costco parcel. However, there are inconsistencies in the tank size and exact location of UST No. 1 and the 40,000-gallon Sanborn UST. Approximately 100 feet south of the transformer house is a 12-inch diameter, 600-foot-deep well that supplied water to a 30,000-gallon concrete sump, located close to the boiler house. In the southeastern part of the facility the crude oil UST and water tank are no longer identified. A 27,000-gallon oil UST is present in the same general area as the crude oil tank, on the north side of the vinegar building. The 27,000-gallon oil UST is labeled as "not used". The 27,000-gallon oil UST appears to coincide with UST No.3 identified in recent site remediation investigations of the Costco parcel. Nearby are two small tanks that appear to be labeled as salt tanks, and which may have been used to supply the brine pit identified in this part of the facility in other documents.
The only coverage for areas outside Area 1 is to the west across Hathaway Avenue (outside Hayward city limits), which is mapped as dwellings.	

<sup>1</sup> Years listed are the only years for which Sanborn maps of Area 1 are available.

<sup>2</sup> Sanborn map coverage for Area 1 was limited to the southeastern end of the site, currently housing the Costco Retail Center.

Table 2-3

**Review of Sanborn Maps**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Year <sup>1</sup>	Historic Land Uses <sup>2</sup>
1948	<p>The 1948 map shows that the cannery facility, now called Hunt Foods Inc., has expanded to include a majority of the Costco parcel. The dwellings along A Street have been removed. New facility structures include five warehouses, two salt houses, a canning room, and a peeling room. Other new features include a 100,000-gallon water tank located approximately 30 feet south of the water-supply well; a dryer room and a compressor house, both adjacent to the boiler house; three water settling tanks; a storeroom and electrical shop a few feet west of the water-supply well; a generator house adjoining the vinegar building; and, near the latter, an above-ground steel tank with unknown contents. A cooling tower is located just south of the 100,000-gallon water tank, along with a machine shop located to the east, and a fire house and a small unidentifiable structure located to the west. The transformer house is no longer identified, and the area it formerly occupied is now incorporated in an unidentified structure that adjoins the boiler house. Just northwest of the former location of the transformer house is a small switch house, and farther west is a meter house. It should be noted that the quality of this map is such that the fine-print portions of the text are largely illegible.</p> <p>To the west of Area 1 across Hathaway Avenue (Alameda Co.), denser development is present in the form of dwellings, a service station (2427 A St., at Hathaway), an auto body/auto repair shop (2443 A St.), and stores (2503/2503-1/2 A St.).</p>
1950	No significant changes were identified on site, with the exception of the addition of several automobile storage structures in the south-central part of the parcel, along A Street.
1953	No significant changes were identified on site.
1956	Three large (approximately 20-foot in diameter) wooden vinegar vats are present just west of the vinegar building. The large salt house facing Hathaway Avenue has been converted to a canned goods warehouse. The auto storage structures along A Street have been removed. The facility is labeled as Hunt Foods Inc. Glass Division.
1957	No significant changes were identified on site.
1966	The salt houses and the curing and process room have been converted to canned goods warehouses and a vegetable cutting and barrel room. The canning building has been converted to a finished product and supplies area. A warehouse at the northwestern corner of the parcel has been converted to a cherry processing and barrel storage facility. The peeling room near the northeast corner of the site has been enlarged. One vinegar vat has been added next to the existing three vats. The facility is labeled as Hunt-Wesson Foods.

Table 2-4

**Historical Land Uses – Other Sources**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source <sup>2</sup>
Costco Retail Center	22330 Hathaway Avenue	22320 Hathaway Avenue (former Tire Center building); lot previously included in 22300 Hathaway Avenue address	<p>22330 Hathaway Avenue  1992 - 1998 – Price Club</p> <p>22300 Hathaway Avenue  1923 – 1946 – United Can Company cannery  1946 – 1983 – Hunt Wesson Foods, Inc  August 1983 – Price Company purchased site  1984 – cannery was demolished  1990 – new Price Club building was proposed for site (existing Costco), and environmental investigations were initiated  August 29, 1992 – New Price Club opened for business</p> <p>22320 Hathaway Avenue  1985 – Permit to Construct issued for tire installation building  1989 – permit for aboveground waste oil tank</p>	EDR , HBD, HFD
Owens Brockway Glass Container Plant	22302 Hathaway Avenue	Unknown	<p>The site has been a glass container manufacturing facility since 1949, operating under various ownerships.</p> <p>1949 – 1954 – Hunt Wesson Foods  1954 – 1983 – Container General  1983 – 1986 – Diamond Bathurst  1986 – 1996 – Anchor Glass Container Corporation (Anchor Glass was acquired by Vitro Envases in 1989, but not integrated into it until 1996)  1997-current – Owens Brockway</p> <p>The following city directory listings were identified for the address; although inconsistent with the ownership chronology obtained from HFD files.  1971 – Hunt Wesson Foods  1985 – Glass Containers</p>	EDR, HFD

<sup>1</sup>Historical information summarizes data obtained from only those sources listed, and does not represent the entire occupancy period. Summaries of historical land uses identified in aerial photographs and Sanborn fire insurance maps are in separate tables. In addition to occupancy information, specific historical activities identified in Hayward Building Department records with potential environmental significance are listed separately in this table.

<sup>2</sup>EDR City Directory report (EDR); Hayward Building Department (HBD); Hayward Fire Department files of prior environmental reports (HFD).

Table 2-4

**Historical Land Uses – Other Sources**  
**Area 1 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source <sup>2</sup>
Multi-Tenant Warehouse	22300 Hathaway Avenue	Unknown	1990 – 1998 - Anchor Glass Container	EDR, HBD, HFD
			1961 – 1983 – Part of glass container plant	
			1984 – 1990 – Price Club	
			1997 - current – American Polyfoam	
			Vidco International	
Owens Brockway Warehouse	22302 Hathaway Avenue	22290 Hathaway Avenue	1997 – current – Shurgard Storage	HBD
			1965 – current – glass container plant warehouse	
Vacant Parcel	West A Street at the Underpass	Unknown	No coverage – street address not available	

Table 3-1

**Land Use**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Land Use	Primary Site Address	Additional Site Addresses	Current Assessor's Parcel Number(s)	Acreage	Landowner <sup>1</sup>	Prior Assessor's Parcel Number(s)
Amtrak Station	South Side of A Street at Meekland Avenue	Unknown	431-0088-071-004; 431-0088-070-03	1.59; 0.87	S.P. Transportation; City of Hayward	No changes
Cannery Park	Between B and C Streets at Burbank Street	70 B Street 125 B Street	431-0020-001-04	7.43	Hayward Area Recreation & Park District	No changes
Vacant Parcel	Between Cannery Park and Railroad Tracks	Unknown	431-0020-002-04	2.37	City of Hayward	No changes
United Can Facility	199 "C" Street	Unknown	431-0020-001-09; 431-0060-002-12 <sup>2</sup>	15.72 ; Unknown	ConAgra Foods <sup>3</sup>	431-0020-001-05; 431-0060-002-09 <sup>4</sup>
Filbert Warehouse	201 C Street <sup>3</sup>	199 C Street	431-0024-010-08 <sup>2</sup>	9.47	Libitzky Holdings LP	431-0024-010-03 <sup>4</sup>
GSC Logistics Warehouse	24 Cannery Court	Unknown	431-0060-001-04	12.45	Principal Mutual Life Insurance	No changes
Foster Farms Dairy	21 Cannery Court	Unknown	431-0060-002-08;	13.45	Principal Mutual Life Insurance	No changes
Railroad Right-of-Way	Railroad Tracks Between "A" Street and Meek Avenue	Parcel also appears to include United Can parking area	431-0020-003-03	3.70	S.P. Transportation	No changes
Railroad Right-of-Way	Railroad Tracks Between Meek Avenue and Winton Avenue	Unknown	431-0060-003-00; 431-0060-004-00	0.758; Unknown	S.P. Transportation	No changes
Burbank School	353 "B" Street	Unknown	431-0024-001	6.38	Hayward Unified School District	No changes

<sup>1</sup> Landowner information provided by City of Hayward Metrosan system, and may not be current

<sup>2</sup> Parcel Map revision 10/19/2000

<sup>3</sup> Based on information obtained from a telephone interview with United Can.

<sup>4</sup> Parcel Map revision 6/6/1997



**Table 3-1**

**Land Use  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Land Use	Primary Site Address	Additional Site Addresses	Current Assessor's Parcel Number(s)	Acreage	Landowner <sup>1</sup>	Prior Assessor's Parcel Number(s)
Vacant Land along "A" Street between Meekland Avenue and Burbank Street	101, 123, 139, 151, 153, 157, 159, 161, 163, 165, 175, 187, 195 and 197 "A" St	Unknown	431-0016-079-01; 431-0016-080-01; 431-0016-081 through 088	Unknown	City of Hayward	No changes
Residential Lots along "B" Street between Meekland Avenue and Burbank Street	102, 108, 110, 112, 114, 116, 118, 126, 134, 136, 138, 146, 148, 150, 154, 158, 162, 166, 170, 178, 186 and 194 "B" St	Unknown	431-0016-089-2; 431-0016- 090 through 098	Various	Various	No changes
Residential Lots along "C" Street near Filbert Street	203, 229 , 231-233, 239, 241, 245 , 251 and 271 "C" Street; 22737 Filbert Street	Unknown	431-0024-003 through 431-0024-009	Various	Various	No changes
Residential Lots along Myrtle Street	23943, 23951, 23963, 23975, 23987, 24001, 24011, 24023, 24035, 24047 24059, 24071, 24083, 24097 Myrtle Street.	Unknown	431-0056-069 through 431, 0056-081; 431-0056-082-02	Various	Various	No changes
Select Foods	22700 Amador Street	22500, 22600, 22678, 22800, 22830 Amador Street	431-0088-001-05; 431-0088-001-07	0.53; 5.47	Select Foods Inc.	No changes
Residential Lot along Amador Street	22840 Amador Street	22844, 22846, 22848, 22862 Amador Street	431-0088-004-00	0.58	Garcia and Margarita Wenceslao	No changes
Centennial Park	Along Railroad Tracks at South End of Amador Street	Unknown	431-0084-002;431-0084-003	3.60; 7.14	Hayward Area Recreation and Park District	No changes

Table 3-2

**Review of Historical Aerial Photographs <sup>(1)</sup>**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Date	Flight & Frame No.	Scale	Observations
3/24/47	AV 11-05-28	1:20,000	125 B St.: One large structure (cannery site) extends nearly 1,000 feet south of B Street. A materials storage or disposal area exists about 200 feet southeast of the southeast corner of the cannery building. A structure exists on the west side of Meekland Avenue between A and B Streets. A Street was a surface street and followed a course approximately 200 feet north of the current A Street overpass. The large parcel northwest of the intersection of Meek and Winton is devoted mainly to orchards, with a farmhouse near the southeast corner. Part of the northwestern quarter of this area is occupied by a storage structure, a driveway area, and a materials storage area connected to the cannery by unpaved roads. A structure exists southeast of Winton and the Southern Pacific railroad tracks, at the Haar Pickle Factory; in the southern part of this parcel are numerous small circular vats used for pickling. Most of the future Centennial Park and the 85 West Winton parcel are devoted to orchards, and a structure is present in the southern part of the 85 W. Winton parcel.
3/2/54	AV 119-19-18	1:10,000	The 125 B St. cannery facility occupies the entire block between A and B Streets and west of Burbank St., with small structures and materials storage areas near the A Street side. The factory and warehouses extend about one block south of C Street. A covered conveyor structure extends from the northwestern corner of the facility to the north across A St. and then to the west across the Southern Pacific tracks, connecting with another cannery facility. The two large warehouses immediately west of Filbert St. (in the central part of the 125 B St. facility) have been built. Two large tanks and a water tower have been built south of the western warehouse building. The block immediately east of Burbank and north of C Street is occupied by houses and, in the northeastern quarter, by a grassy area and a house or business. A structure has been built and is operational at 33 West Winton, just west of the southwestern corner of Area 2. Winton Junior High School has been built on the southwest corner of Winton Avenue and Clarendale Street.
5/3/57	AV 253-16-46	1:12,000	A canned goods warehouse (the future 24 Cannery Ct.) has been built as the southernmost building of the 125 B Street facility. A mottled unpaved area of possible disposal exists about 300 feet south of the southwest corner of this warehouse. The new Burbank School has been built and Filbert Street has been removed; the new expanded school grounds occupy the block between B and C, and between Walnut (later called Burbank St.) and Myrtle Streets. Flores Auto Repair has been built (future address 54 Moran Ct.) just south of the southwest corner of Area 2.
7/8/59	AV 337-08-54	1:9,600	Areas of bare soil are present in the southern part of the 125 B St. parcel, in the area noted in the 1957 photo.

Table 3-2

**Review of Historical Aerial Photographs <sup>(1)</sup>**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Date	Flight & Frame No.	Scale	Observations
4/25/66	AV-710-12-32	1:36,000	A long, narrow structure (approximately 60 by 300 feet) has been built near the southern boundary of the cannery property (future address 21 Cannery Ct.). Soto Street has been built as the southern extension of Myrtle Street, south of Winton Avenue. The future Centennial Park site is a grassy field in the northern part, and an agricultural field in the southern portion.
5/2/69	AV-902-07-38	1:12,000	A new structure exists at 193 West Winton, and may be the gas station owned later by Exxon and subsequently Valero Refining.
5/19/71	AV-995-05-38	1:12,000	The paved area between the cannery buildings (125 B St.) and the Southern Pacific Railroad tracks contains extensive areas of outdoor materials storage.
4/18/73	AV-1100-07-47	1:12,000	Possible drum storage areas are located approximately 350 feet south and 100 feet north of the four large tanks west of the northern portion of the large southwestern warehouse, between the cannery buildings (125 B St.) and the Southern Pacific Railroad tracks. At the Haar Pickle factory the pickling vats have been removed, but circular stains on the ground are still visible. The Winton Avenue overpass (over the Southern Pacific railroad tracks) is under construction.
5/6/75	AV-1193-07-34	1:12,000	In the northern part of the Hunt Foods parcel (future location of Amtrak stop) is a large storage area of goods on pallets. Extensive materials storage areas also exist between the facility and the railroad tracks to the west. Stained soil is present in the area west of the southwestern corner of the southernmost warehouse of the Hunt-Wesson cannery facility; this area was subsequently identified as having PCB contamination in soils. The Winton Avenue overpass has been completed and the new street Cannery Court is also present.
7/20/77	AV 1377-06-43	1:12,000	An extensive materials storage area is present in the paved triangular-shaped area south of the 125 B Street/199 C Street facility. Another materials storage area is present west of the facility, including a possible drum storage area about 100 feet northwest of and about 50 feet southwest of the four large tanks. A variegated unpaved area (including bare soil and an irregular distribution of containers and possible debris), possibly a disposal area, is again present west of the southwestern corner of the 24 Cannery Ct. warehouse. An extensive materials storage area also exists along the southern part of the eastern margin of the 24 Cannery Ct. parcel. Near the center of this eastern parcel boundary is an area with roughly circular areas of bare soil.
6/22/81	AV-2040-07-41	1:12,000	Soil piles are present in the area immediately southeast of A St. and the railroad tracks, in preparation for the construction of the A Street overpass. 125 B St./199 C St.: In addition to the storage areas noted in previous years, a small area of secondary containment is present west of the facility, marked by the presence of six circular In addition The materials storage areas are again present west and south of the

Table 3-2

**Review of Historical Aerial Photographs <sup>(1)</sup>**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Date	Flight & Frame No.	Scale	Observations
			facility, including a rectangular-shaped secondary containment framework of about 10 by 15 feet with six circular containers. At 24 Cannery Ct. is a 250-foot-long structure near the southeast corner, and materials storage near the eastern boundary and the southeastern corner of the parcel; the possible disposal area noted in earlier photographs west of the southwestern corner of the structure is partly revegetated but still contains areas of bare soil. Centennial Park is a grassy field with a small orchard and garden area near the west-central corner.
6/21/83	AV-2300-07-40	1:12,000	At 125 B st./199 C St. the front portion of the facility between B and C Streets has been removed as well as several other structures in the vicinity; a materials storage/possible drum storage area about 15 by 75 feet is located about 25 feet west of the four large tanks near the northwestern corner of the western warehouse (between the warehouse and the railroad tracks). The A Street overpass has been built. 24 Cannery Ct. has a large materials storage area to the east of the warehouse, but the long structure near the southeast corner of the parcel has been removed. 15 Cannery Ct. is in operation, marked by vehicles adjacent to several large structures. 54 Moran Ct. is vacant. Centennial Park has been built and ballfields are in place.
3/30/88	AV 3268-7-44	1:12,000	199 C St.: The far northern portion contains one structure in the future location of the parking lot of the Amtrak stop. Materials storage areas exist along the railroad tracks on the west side of the facility as well as the paved area southwest of the water tower. A possible drum storage area exists near the west-central part of the western warehouse. 24 Cannery Ct. has a paved parking lot on the east side, and a large paved area has been installed to the south of the building; semi-trailer trucks are parked in the paved area south of the warehouse, and in the loading area on the east side of the warehouse. At 15 Cannery Ct. a new warehouse has been added to the rear of the parcel. 54 Moran Ct. (EZ Clean) is in operation. At the Select Foods facility on Amador St. a structure has been added opposite El Dorado St., connecting the northern and southern structures.
6/17/92	AV 4230-18-39	1:12,000	199 C St.: Part of the northern portion of the facility has been removed and replaced by the current parking lot and landscaped area; the four above-ground tanks near the northwestern corner of the western have been removed; the large rectangular structure along the west side of Burbank St. and between B and C Streets has been removed. All structures have been removed from this block (future Cannery Park), which now consists of mown grass and bare soil. The block to the west is also now vacant and consists of a grassy area with some bare soils. At 33 West Winton the building is present, but the facility appears to be no longer in operation. Flores Auto Repair (east of 54 Moran Ct.) is vacant. 15 Cannery Ct.: Buildings have been removed and the parcel is a vacant grassy field.
10/8/96	AV 5200-17-38	1:12,000	Cannery Park has been constructed in the block west of Burbank Street and between B and C Streets, on

**Table 3-2**

**Review of Historical Aerial Photographs <sup>(1)</sup>  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Date	Flight & Frame No.	Scale	Observations
			land formerly occupied by the 125 B Street cannery facility. The parcel containing the future Amtrak stop and the parcel to the south are vacant, with patches of bare ground in the southern parcel. 15 Cannery Ct.: New structures have been completed and the self-storage facility is operational.
4/21/99	AV 6100-218-23	1:12,000	199 C St.: Relatively small amounts of materials are stored west and south of the western warehouse. The Amtrak parking lot is completed and in operation; the parcel to its south is vacant, with a surface of mown grass. The former 85 West Winton Ave. and 33 West Winton Ave. are now vacant and the ground surface is graded in preparation for the housing complex to be constructed at the site in 1999 and 2000.

<sup>(1)</sup> Historical aerial photographs obtained from Pacific Aerial Surveys.

Table 3-3

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
Amtrak Station	South Side of "A" Street at Meekland Avenue	<p>1893 – C.S. Long's Grain Warehouse is centrally located along railroad tracks. Portions of a railroad depot housing a ticket office are located along the railroad tracks at the southwestern end of the site. A second railroad spur transects the central portion of the site.</p> <p>1896 – The railroad depot remains on site. The grain warehouse is no longer indicated.</p> <p>1903 – Two cannery buildings, housing a box nailing area, and dried fruit storage are located on the eastern portion of the site. A third rail spur transects the central portion of the site. The railroad depot remains on site</p> <p>1907 – The California Pine Box &amp; Lumber Company is located in the eastern portion of the site. Buildings include a warehouse, a box nailing area, a coal, wood and feed storage area, a shed and an icehouse. A Wells Fargo Express building is located on the western portion of the site, north of the railroad depot.</p> <p>1923 – The buildings previously indicated on site are now noted as the Hunt Brothers Packing Company. A small machinery warehouse is indicated on site. The Wells Fargo building is now noted as an American Railway Express office. A fourth railroad spur transects the central portion of the site. The railroad depot remains on site.</p> <p>1948 – Most of the Hunt Foods buildings are no longer present, with the exception of a single building identified for grape stemming and grading. The remainder of the Hunts Foods area is identified as a box yard. It appears an elevated conveyor has been constructed at the south end of the site, crossing over B street to the main Hunts Foods facility. The railroad depot remains on site; however, the American Railway Express building is no longer present.</p> <p>1950-1966 – No significant changes were noted.</p>
Cannery Park	Between "B" and "C" Streets at Burbank Street	<p>1893 – Haywards Fruit Association, housing packing and shipping, located in the northwestern section of the site.</p> <p>1896 – Hunt Brothers Company Fruit Packing located at the western end of the site. Buildings included a preparing room at the north end of the site, and cooking room in the central portion of the site. A warehouse is located in the southern end of the site, and extends off-site to the south onto the current United Can parcel. The Sanborn map notes reference a gasoline tank underground, located 85 feet from the building.</p> <p>1903 – Hunt Brothers Company has expanded at the western end of the site, and now includes a green fruit room, can room, and syrup room at the northwestern end of the site, and a box nailing and printing area in the warehouse at the</p>

**Table 3-3**

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		<p>southern end of the site. A repair shop, boiler room and a tool room are now indicated in the central portion of the site adjacent to the cooking room. A 10,000-gallon covered tank is indicated, with notations that the tank is filled from a well. The tank is presumed to be a water tank. The northeastern portion of the site is occupied by many small employee dwellings and a mess hall and kitchen.</p> <p>1907 – No significant changes were indicated.</p> <p>1923 – Hunt Brothers Cannery has expanded to include a second warehouse-type structure adjacent to the southern warehouse (noted as Warehouse No. 1); however, there is no indication of the building's use. A concrete fruit conveyor is indicated at ground level adjacent to the second warehouse. The southern ends of these warehouses extend off site onto the current Unite Can parcel. Various small structures and additional interior rooms are noted in the northwestern and central portions of the site. The northeastern portion of the site has less employee dwellings, and several additional support buildings, including an office on B Street, wash rooms, a restaurant, and a kindergarten. A transformer house is indicated in the central portion of the site. The Sanborn map notes identify an 18-inch well, which is 586 feet deep and is located adjacent to the transformer house. Burbank Street (formerly Walnut Street) is present to the east.</p> <p>1948 –One additional warehouse has been constructed at the southwest portion of the site, for a total of three southern warehouses which are situated in a roughly north-south orientation. These buildings are identified as canned fruit Warehouse Nos. 1, 2, and 3, and the southern end of these structures extends off site onto the current United Can parcel. A cooling shed has been added along the northern end of Warehouse Nos. 1 – 3. In the west-central portion of the site, a steel tank is indicated at the south end of the boiler room. No significant changes were indicated in the northwestern portion of the site. The transformer house and well are still present in the central portion of the site, with an adjacent electrical room. The employee dwellings are no longer present in the northeastern portion of the site. A cold storage warehouse has been constructed at the corner of B Street and Burbank Street (formerly Walnut Street), with a compressor room and three transformers are indicated at the south end of the building. A fruit ripening warehouse and grading area is adjacent to the cold storage building. The office located along B Street has expanded, and several of the surrounding employee support buildings have changed.</p> <p>1950 – No significant changes were indicated.</p> <p>1953 – Warehouse Nos. 1 – 3 are now labeled as the United Can &amp; Glass Company. Notations on Warehouse No. 2 indicate the structure was built in 1920. A machine shop is now identified in the structure. A small structure identified as a lift truck repair building is present on the southeast portion of the site.</p>

Table 3-3

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		<p>1957 – Warehouse Nos. 1, 3 and 4 are all now indicated as a can factory. Warehouse No. 2 remains a lid stamping area. The transformer house is no longer indicated on the map, and the building footprint of the cooling/cooking shed has been expanded to encompass this area. The lift truck repair structure is no longer present in the southeast portion of the site.</p> <p>1966 – No significant changes were indicated.</p>
Vacant Parcel	Between Cannery Park and Railroad Tracks	<p>1893 – Portions of a railroad depot housing a freight house, located along the railroad tracks at the northwestern end of the site. Grangers Business Association hay warehouse located along the railroad tracks in the west central section of the site. A small office and a shed located in the northeast section of the site. A second railroad spur borders the eastern portion of the site.</p> <p>1896 - The railroad depot remains on site. The hay warehouse is no longer indicated.</p> <p>1903 - The railroad depot remains on site. A third rail spur now transects the central portion of the site. A warehouse is present at the northern end of the site, between the eastern and central railroad spurs. Notations for two underground tanks south of the warehouse were indicated. The notations appear to identify the tanks as a gasoline tank and an oil tank. There also appears to be a gasoline/oil house in this area. However, the map labeling is not readily legible</p> <p>1907 - A second warehouse is present at the southern end of the site, between the eastern and central railroad spurs. The underground oil (crude) tank is indicated on this map between the warehouses. A gasoline/oil house also appears to be present in 1907, although the structure may be different from that shown in 1903. The underground gasoline tank from the 1903 map is no longer indicated. In addition, a concrete underground water tank is indicated immediately northeast of the gasoline/oil structures. The railroad depot remains on site.</p> <p>1923 – The southern warehouse is now indicated as a large machine shop. A shed has been added to the northern warehouse at its southern end. A small building has been constructed between the two warehouses in the vicinity of the underground tanks. The small building houses a blacksmith and a plumbing room. The underground concrete water tank is identified as a 40,000-gallon underground cistern. A 10,000-gallon aboveground water tank has been constructed above the underground crude oil tank. The railroad depot remains on site. A fourth railroad spur transects the central portion of the site.</p> <p>1948 – The northern warehouse is now indicated as a can warehouse. Four aboveground tanks are indicated in the former location of the plumbing and blacksmith building. These activities are now indicated in the southern building (large machine shop), along with a print area. The use of the aboveground tanks is not legible. The 40,000-gallon underground cistern is still present; however, the underground fuel tanks and the 10,000-gallon aboveground water tank are no longer</p>



Table 3-3

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		<p>noted. Several small auxiliary structures are also noted in this area. The railroad depot remains on site, and a small warehouse has been constructed at the southwest end of the site along the railroad tracks.</p> <p>1950 – No significant changes were noted, with the exception of the small warehouse in the southwestern end of the site, which is no longer present, and the structure which appeared to be noted in the 1907 map as a gasoline/oil house is now indicated as a garbage shed.</p> <p>1953 – 1957 - No significant changes were noted, with the exception of several of the small outbuildings in the central portion of the site, which have changed configuration. One of the outbuildings located south of the water cistern appears to house transformers. However, the map notations are not clearly legible.</p> <p>1966 – No significant changes were indicated, with the exception of two large aboveground tomato paste storage tanks in the central portion of the site.</p>
United Can Facility	199 "C" Street	<p>1923 – The northern portion of this site is now occupied by the Hunt Brothers Cannery with the expansion of the existing southern warehouse on the Cannery Park parcel (noted as Warehouse No. 1) to include a shook &amp; can warehouse at its southern end. The southern end of a second warehouse-type structure adjacent to Warehouse No. 1 is indicated on the site; however, there is no indication of the building's use. A concrete fruit conveyor is indicated to be at ground level adjacent to the second warehouse. Employee dwellings are located in the northeast portion of the site.</p> <p>1948 – The southern end of one additional warehouse has been constructed at the northwest portion of the site, for a total of three warehouses which are situated in a roughly north-south orientation. The southern portions of these structures are on the site, and the northern portions of the structures are on the Cannery Park parcel. These buildings are identified as canned fruit Warehouse Nos. 1, 2, and 3. Warehouse No. 4 has been constructed along the southern end of Warehouse Nos. 1 – 3, and is situated in a roughly east-west orientation. An additional warehouse (unnumbered) has also been constructed south of Warehouse No. 4, however, only a small section of this building is covered in the Sanborn map. In the northeastern portion of the site, a carton warehouse has been constructed and only a few employee dwellings remain.</p> <p>1950 - The southern end of Warehouse Nos. 1 and 2 indicate a can factory area and lid stamping area are present. In addition, the few employee dwellings in the northeastern portion of the site are no longer present.</p> <p>1953 – Warehouse Nos. 1 – 3 are now labeled as the United Can &amp; Glass Company. Notations on Warehouse No. 2 indicate the structure was built in 1920. A machine shop is now identified in the structure. The carton warehouse is now noted as a labeling, packaging, and warehouse structure.</p>

Table 3-3

**Review of Sanborn Maps**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		<p>1957 – Warehouse Nos. 1, 3 and 4 are all now indicated as a can factory. Warehouse No. 2 remains a lid stamping area. A lift truck repair area is identified in the northeast corner of the labeling, packaging, and warehouse structure. The southern portion of the site has been developed in 1957. The main United Can warehouse currently on site has been constructed, and is noted as a tin plate and can warehouse. A welding and repairing area is indicated on the south-central side of the building. Southeast of the building, several a pallets and can storage yard and several aboveground tanks are indicated, including a 500,000-gallon suction tank and a 300,000-gallon suction tank. The contents of these tanks are not indicated, however, the tanks are in the location of existing water tanks. A third aboveground tank is indicated as a 100,000-gallon water tank on a steel tower. This water tower is also currently present on site. A well house is noted immediately west of the water tanks, and a fire pump house is indicated immediately east of the tanks. Two rail spurs border the western side of the building, and two to three additional railroad spurs border the eastern side of the building.</p> <p>1966 – No significant changes are indicated, with the exception of the labeling, packaging, and warehouse structure, which has expanded slightly to the south.</p>
Filbert Warehouse	199 "C" Street	1957 – 1966 -The warehouse is present, and is identified as a canned goods building. A parking area is identified on the north side of the building, and a gatehouse is located between the warehouse parking area, and the main United Can facility in the current location of the entrance to 199 C Street.
GSC Logistics Warehouse	24 Cannery Court	1957 – 1966 - The warehouse is present, and is identified as a canned goods building. A railroad spur is present along the south side of the warehouse. In addition on the 1966 map, a small box storage structure is present on the southeast side of the warehouse, and a box storage yard is present on the east side of the warehouse
Foster Farms Dairy	21 Cannery Court	1966 – The building is present, and is indicated as a truck service facility.
Railroad Right-of Way	Railroad Tracks Between "A" Street and Meek Avenue	<p>It should be noted that the lot lines for this parcel are difficult to distinguish in historical maps.</p> <p>1903 – 1966 – The northern portion of this parcel is included on the map, and houses the main railroad line and two railroad spurs.</p> <p>1957 – 1966 - The southern portion of this parcel appears to include two dwellings adjacent to the rail spurs which border the western side of the main United Can facility.</p>
Railroad Right-of Way	Railroad Tracks Between Meek Ave. and Winton Ave.	1957 – 1966 –The parcel appears to house three to four railroad lines.

Table 3-3

**Review of Sanborn Maps**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
Burbank School	353 "B" Street	<p>1923 - The Boosters Club baseball grounds are present on the eastern end of the site. An open-air movie theater and a grocery store and post office are located at the western end of the site, along Burbank Street (formerly Walnut Street) near the intersection of C Street. A few residential dwellings are also located at the western end of the site.</p> <p>1948 - 1953 - The Luther Burbank Grammer School is located on the eastern end of the site, and includes a gymnasium and an auditorium. Residential dwellings are located on the western end of the site. In the 1953 map, a restaurant is also present in the western end of the site, along B Street.</p> <p>1957 - 1966 - A new Luther Burbank Public School has been constructed in the central are of the site. The structure appears to be the existing main school building. The school includes classrooms, a library, a kitchen, a multi-purpose room, and offices. The school playground is indicated in the western end of the site, and residential dwellings are no longer present. In the 1966 map, a recreation center has been constructed on the eastern end of the site.</p>
Vacant Land along "A" Street between Meekland Avenue and Burbank Street	101, 123, 139, 151, 153, 157, 159, 161, 163, 165, 175, 187, 195 and 197 "A" Street	<p>1923 - Residential dwellings are indicated along A Street. A restaurant is indicated on Meekland Avenue (formerly Front Street).</p> <p>1948 - Additional residential dwellings have been constructed along A Street. The restaurant is no longer indicated on Meekland Avenue. The store is now present at the corner of A Street and Meekland Avenue, and a Sunday school is indicated southeast of the store.</p> <p>1950 - 1957 - No significant changes were noted, with the exception of additional dwellings along A Street.</p> <p>1960 - A gas station is present at the corner of A Street and Meekland Avenue, at 109 A Street. In addition, a store is indicated west of the gas station at 123 A Street</p>
Residential Lots along "B" Street between Meekland Avenue and Burbank Street	102, 108, 110, 112, 114, 116, 118, 126, 134, 136, 138, 146, 148, 150, 154, 158, 162, 166, 170, 178, 186 and 194 "B" Street	<p>1903 - Residential dwellings are indicated along B Street. A grocery store is indicated at the corner of Meekland Avenue (formerly Front Street) and B Street. A tank house is indicated in the rear of one of the residential dwellings. No additional information on the tank was available.</p> <p>1907 - No significant changes were noted. The tank house is no longer indicated.</p> <p>1923 - No significant changes were noted, with the exception of an additional grocery store in the central portion of the block.</p> <p>1948 - Additional residential dwellings have been constructed. The previous grocery store has been replaced by a slightly larger structure, also identified as a store, and a furniture store is now also present on this lot. The grocery store</p>

Table 3-3

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		in the central portion of the lot is now a restaurant, and an additional store has been constructed on the adjacent lot.
		1950 – 1966 - No significant changes were noted, with the exception of an additional store in the central portion of the lot on the 1950 map.
Residential Lots along "C" Street near Filbert Street	203, 229 , 231-233, 239, 241, 245 , 251 and 271 "C" Street; 22737 Filbert Street	1923 – 1966 -Residential dwellings are present on these parcels.
Residential Lots along Myrtle Street	23943, 23951, 23963, 23975, 23987, 24001, 24011, 24023, 24035, 24047 24059, 24071, 24083, 24097 Myrtle Street	1957 – 1966-Residential dwellings are indicated along Myrtle Street
Select Foods	22700 Amador Street	<p>1923 – The Luthy Company Battery Manufacturer is located in the southern portion of the site, south of El Dorado Avenue. The Sanborn map notes indicate the facility was not in operation in 1923, and all machinery had been removed, indicating the facility existed prior to the map date. A machine shop, wash room and main facility building are identified. A railroad spur is located at the south end of the building.</p> <p>1948 – Gillig Brothers Auto Body Factory now occupies the southern portion of the site, and is engaged in bus manufacturing. The facility includes the main manufacturing area, a print shop, a metal fabrication and storage area, a wash room, a cutting room, a woodwork room, and a bus assembly area. In the northern portion of the site, a Southern Pacific Company public loading shed, and a produce-packing shed have been constructed. The Pacific Ice Company/Union Ice Company is located at the northern-most end of the site. Structures include ice storage areas, a freezing room, a maintenance garage, and miscellaneous smaller structures. The notations in this portion of the map are not readily legible.</p> <p>1950 – 1957 - No significant changes were noted.</p> <p>1966 – The Union Ice Company has expanded, and is now present on the former location of the Southern Pacific</p>

**Table 3-3**

**Review of Sanborn Maps  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Historical Land Uses
		Company packing shed, and the public packing shed in the northern portion of this site. Gillig Brothers Auto Body Factory remains on site, with no significant changes noted.
Residential Lot along Amador Street	22840 Amador Street	No coverage
Centennial Park	Along Railroad Tracks at South End of Amador Street	No coverage

Table 3-4

**Historical Land Uses – Other Sources**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Amtrak Station	South Side of "A" Street at Meekland Avenue	Unknown	<p>1800's – Southern Pacific Railroad Depot</p> <p>1890s- -1940s – Southern Pacific leased the site to the Hunt Brothers Cannery</p> <p>1923 – Wells Fargo Express building next to train depot changed to an American Railway Express building.</p> <p>1923-1950 – American Railway Express building was removed during this time.</p> <p>1960-1975 – Site continued to be occupied by Hunt Brothers.</p> <p>1975 – All above ground structures demolished.</p>	HFD
Cannery Park	Between "B" and "C" Streets at Burbank Street	70 "B" Street 125 "B" Street	<p>1949 – 1994 - Hunt Foods Inc/ Hunt Wesson Foods</p> <p>1992 - Hayward Area Rec. Playground plans</p> <p>1961 - Hunt Wesson Foods, construct flammable liquid storage. Room and 2 tanks for tomato products</p> <p>1968 - Hunt Wesson Foods, construct addition for forklift repair shop, Bldg. 33</p> <p>1970 - Hunt Wesson Foods, construct foundation. for afterburner</p> <p>1975 - Hunt Wesson Foods, construct drum storage vault</p> <p>1976 - Hunt Wesson Foods, construct condensate tank foundation</p> <p>1979 – Bids for demolition work at B &amp; Meekland</p> <p>1980 - Hunt, Wesson Foods, incident report (paint fire in vapor incinerator)</p>	EDR, HBD
Vacant Parcel	Between Cannery Park and Railroad Tracks	Unknown	<p>1890s- -1940s – Southern Pacific leased the site to the Hunt Brothers Cannery</p> <p>1920 – new can warehouse and lab constructed on site of the former can warehouse.</p> <p>Machine shop constructed on south end of the site.</p>	HFD

<sup>1</sup> Historical information summarizes data obtained from only those sources listed, and does not represent the entire occupancy period. Summaries of historical land uses identified in aerial photographs and Sanborn fire insurance maps are in separate tables. In addition to occupancy information, specific historical activities identified in Hayward Building Department records with potential environmental significance are listed separately in this table.

<sup>2</sup> EDR City Directory report (EDR); Hayward Building Department files (HBD); Hayward Fire Department files of prior environmental reports (HFD).

Table 3-4

**Historical Land Uses – Other Sources,  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
			1920-1923 - Concrete culvert built around Sulfur Creek 1937 – Hunt-Wesson Well No. 2 installed (14 inch diameter, 220 feet deep)  1960-1975 – Site continued to be occupied by Hunt Brothers.  1975 – All above ground structures demolished. 1990 – Hunt-Wesson UST #30 and a 4,000-gallon redwood UST removed from the site and a soil and groundwater investigation initiated.	
United Can Facility	199 "C" Street	Unknown	1956 – 1999 -Hunt Foods/Hunt Wesson Foods/United Can  1981 – United Can, add third varnish and lacquer tank 1985 - United Can, C St. & Burbank St., September 7, fire incident on roof, cause determined to be flammable material in close proximity to exhaust stack 1986 – United Can, add containment facility for varnish tanks 1990 - Hunt Wesson Foods, demolish building 1990 – United Can, new structure for material storage 1999 - Hunt Wesson Foods, tank installation	EDR, HBD
Filbert Warehouse	201 C Street <sup>3</sup>	199 C Street	1998 - Customer Freightlines (Custom Distributors), transport company	None
GSC Logistics Warehouse	24 Cannery Court	24 Winton Avenue	1960 – 1983 -Hunt Wesson Foods  1983 -1984 – Cousins Furniture 1985 - The Brick Warehouse AVCO Revolving Cousins Home Furnishings 1990 – Merchants Home Delivery 1991 – Lincoln Properties owner 1991 - Gold Star Distribution 1995 – AB Transportation Crown Transportation	EDR, HBD

<sup>3</sup>Based on information obtained from a telephone interview with United Can.

Table 3-4

**Historical Land Uses – Other Sources  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
			GSC Logistics Gold Star Distribution ASU Pet Distributors 1998 - AB Transportation Crown Transportation GSC Logistics Gold Star Distribution	
Foster Farms Dairy	21 Cannery Court	Unknown	No coverage	None
Railroad Right-of Way	Railroad Tracks Between "A" Street and Meek Avenue	Parcel also appears to include United Can parking area	No coverage – street address not available	None
Railroad Right-of Way	Railroad Tracks Between Meek Avenue and Winton Avenue	Unknown	No coverage – no street address available	None
Burbank School	353 "B" Street	Unknown	1956 – 1967 -Burbank School, Hayward School District	HBD



Table 3-4

**Historical Land Uses – Other Sources**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Vacant Land along "A" Street between Meekland Avenue and Burbank Street	101, 123, 139, 151, 153, 157, 159, 161, 163, 165, 175, 187, 195 and 197 "A" Street	Unknown	<p>101 and 109 A Street  1960-1980 – Shell Oil gas station.</p> <p>October, 1960 – Permit to Construct to Shell Oil Company for a service station  December 1960 – Permit to install tanks to Shell Oil Company: one 7,500-gallon gas tank; two 5,000-gallon gas tanks; and one 550-gallon waste oil tank.  May 1970 – Permit to install tank to Shell Oil Company: one 8,000-gallon unleaded gas tank.  1973 – Permit to Construct to Shell Oil Company to modernize building, and add island canopy cover. Plans show a sump in the site building.  1980 – Permit to City of Hayward to demolish</p> <p>Historical data from other sources not obtained for other listed addresses.</p>	HBD
Residential Lots along "B" Street between Meekland Avenue and Burbank Street	102, 108, 110, 112, 114, 116, 118, 126, 134, 136, 138, 146, 148, 150, 154, 158, 162, 166, 170, 178, 186 and 194 "B" Street	Unknown	Historical data from other sources not obtained	None

Table 3-4

**Historical Land Uses – Other Sources**  
**Area 2 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Residential Lots along "C" Street near Filbert Street	203, 229, 231-233, 239, 241, 245, 251 and 271 "C" Street; 22737 Filbert Street	Unknown	Historical data from other sources not obtained	None
Residential Lots along Myrtle Street	23943, 23951, 23963, 23975, 23987, 24001, 24011, 24023, 24035, 24047, 24059, 24071, 24083, 24097 Myrtle Street	Unknown	Historical data from other sources not obtained	None
Select Foods	22700 Amador Street	22500, 22600, 22678, 22800, 22830 Amador Street	<u>22500 Amador Street</u> 1958 - Union Ice Co, soil condition investigation for building.  <u>22700 Amador Street</u> 1984 - Select Sysco Foods Inc., food distributor  <u>22800 Amador Street</u> 1947 - Gillig Brothers 1984 - Select foods, construct new truck dock/repairs warehouse 1986 - Select Foods, Select Sysco, demolition of warehouse and shed	HBD
Residential Lot along Amador Street	22840 Amador Street	22844, 22846, 22848, 22862 Amador Street	1970 – 1995 –residence	EDR

**Table 3-4**

**Historical Land Uses – Other Sources  
Area 2 of Cannery Redevelopment Area  
City of Hayward**

<b>Current Land Use</b>	<b>Primary Site Address</b>	<b>Additional Site Addresses</b>	<b>Historical Land Uses<sup>1</sup></b>	<b>Source(s)<sup>2</sup></b>
Centennial Park	Along Railroad Tracks at South End of Amador Street	Unknown	No coverage – street address not available	None

Table 4-1

**Land Use**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Assessor's Parcel Number(s)	Acres	Landowner <sup>1</sup>
22721 Alice Street	Bigham Taylor Roofing Company	None	431-0036-063-00	0.04	Bigham Taylor Roofing Company
22722 Alice Street	Sunset Garage	None	431-0040-033-00	0.33	John & Edward Verandas
22735 Alice Street	Unknown, Industrial	22729 Alice Street	431-0036-064-00	0.31	John C. Verandas Jr.
22740 Alice Street	BelAire Engineering	None	431-0040-032-00	0.42	Cecile Dominique, Etal
22747 Alice Street	E.Nave Plastering	22749 Alice Street	431-0036-065-00	0.28	Ernie & Lita Nava
22756 Alice Street	Super Auto Upholstery	22750 Alice Street	431-0040-031-00	0.25	Steve & Kiki Econome Trs
22763 Alice Street	Residence	None	431-0036-066-00	0.19	Ramon & Rosa Paez
507 C Street	Residence	22700 Alice Street (Industrial Bldg)	431-0040-017-00	0.22	Margaret South Tr
515 C Street	Residence	None	431-0040-018-00	0.15	Dina & Roland Sliskevics
523 C Street	Residence	None	431-0040-019-00	0.15	Anel & Violeta Herrera
529 C Street	Jack James Towing	None	431-0040-020-02	0.58	Ronald & Carol Rusher
549 C Street	Jack James Towing	541 C Street	431-0040-021-01	0.24	Barbara & Richard Johnson
554 C Street	Shalo's Refinishing	558 C Street, 556 C Street	431-0040-015-00	0.41	Lorraine Santos Trustee
570 C Street	Electric Motor & Control, Inc.	568 C Street	431-0040-014-00	0.32	Lorraine Santos Trustee
575 C Street	Duke City Auto Center <sup>2</sup>	Two rear buildings at same address <sup>3</sup>	431-0040-022-00	1.14	Garrett Green & Frank McCullough
577 C Street	Unknown, Industrial	None	431-0040-023-00	0.44	Michael & Frances Aahl
597 C Street	CET Vallecitos, Center for Employment Training	None	431-0040-024-02	0.36	Crocker National Bank

<sup>1</sup> Landowner information provided by the City of Hayward Metrosan system and may not be current.

<sup>2</sup> Six car dealers share this lot: Automotive Excellence; Botto & Associates; C Street Wholesale; Concourse Car Center; Duke Auto Center; Gates Auto Sales.

<sup>3</sup> Multiple unmarked tenants. Businesses identified include Bisbee Services, and A Street Upholstery

Table 4-1

**Land Use**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Assessor's Parcel Number(s)	Acreage	Landowner <sup>1</sup>
512 Claire Street	Claire Street Automotive	510 Claire Street. Also, same parcel as 22756 Alice Street	431-0040-031-00	0.25	Steve & Kiki Econome Trs
516 Claire Street	C & C Auto Repair	514 Claire Street	431-0040-030-00	0.30	Ronald & Carol Rusher
519 Claire Street	M&M Cylinder	None	431-0040-045-00	0.14	Michael Brewer
527 Claire Street	Vacant lot	None	431-0040-046-00	0.13	Aimee West Tr Etal
539 Claire Street	Raymond Automotive	537 Claire Street	431-0040-047-00	0.18	John, Christine & Joseph Raymond
548 Claire Street	United Mechanical & Metal Fabricators	552 Claire Street	431-0040-029-00; 431-0040-028-00	0.64; 0.41	Patrick & Nellie Brescia Trs
549 Claire Street	Kelly Communications	None	431-0040-048-00	0.13	Frank Holyoake, Inc.
557 Claire Street	Residence	None	431-0040-049-00	0.17	Frank Holyoake, Inc
563 Claire Street	Residence	None	431-0040-050-00	0.18	The Pauline Lewis Family Trust
567 Claire Street	Multi-Residential	569 Claire Street, 571 Claire Street	431-0040-051-00	0.17	Robert & Maria Tilton
22645 Grand Street	Unknown Industrial	None	431-0040-013-00	0.55	Lorraine Santos Trustee
22759 Grand Street	Unknown Industrial	None	431-0040-025-00	0.05	Michael & Frances Aahl
22765 Grand Street	Grand Collision Center; Waldemer Screens	None	431-0040-027-00 431-0040-026-00	0.30; 0.23	Grand Collision Center
22773 Grand Street	Multi-Residential	593 Claire Street	431-0040-052-00	0.15	Carmen Muniz Tr
22779 Grand Street	Multi-Residential	22777 - 22791 Grand Street	431-0040-053-00	0.30	Garvin White tr
22797 Grand Street	Residence	None	431-0040-054-00	0.15	Ramona & Fidel Lopez

TABLE 4-2

**REVIEW OF HISTORICAL AERIAL PHOTOGRAPHS <sup>(1)</sup>**  
**AREA 3 - CANNERY REDEVELOPMENT AREA**  
**HAYWARD, CA**

Date	Flight & Frame No.	Scale	Observations
3/24/47	AV 11-05-28	1:20,000	<p>Area 3 is occupied by structures that appear to be for small-industrial use and warehousing, along with several residences, mainly at the locations that exist today.</p> <p>To the north, south, and most of the area to the west of Area 3, the land use is residential. Orchards are in the area immediately southwest of the intersection of C and Alice Streets, just west of Area 3. To the east of the northern part of Area 3 are grain and poultry feed warehouses; to the east of the southern part of Area 3 are residences along Grand Street, and to the east of the residences (along the railroad tracks of the former Western Pacific line) are fruit processing and storage facilities.</p>
3/2/54	AV 119-19-18	1:10,000	<p>A structure about 35 by 170 feet has been constructed in the rear portion of 548 Claire Street. 597 C Street is a vacant grassy lot, with cars parked near the C Street side, and some areas of bare soil along vehicles tracks. A garage-sized structure has been built at 22763 Alice Street.</p> <p>In the block to the west of Area 3 a new street extends south from C Street (Souza Ct.), and several houses have been constructed.</p>
5/3/57	AV 253-16-46	1:12,000	<p>A large new warehouse structure (about 60 by 200 feet) has been built at the southwestern corner of C and Grand Streets (597 C Street). A smaller store and warehouse structure of about 25 by 90 feet has been built just to the south at 22759 Grand Street.</p>
7/8/59	AV 337-08-54	1:9,600	<p>Three new structures have been built at the Pacific Telephone and Telegraph field service center at 575 C Street, including a small one near the road and two larger structures (each about 40 by 100 feet) set back from the street.</p>
4/25/66	AV-710-12-32	1:36,000	<p>A warehouse structure with approximate dimensions of 40 by 130 feet has been built at 541-549 C Street; a paved driveway has also been installed. The house that previously existed at the northeast corner of Claire and Alice Streets has been removed. A structure with approximate dimensions of 50 by 100 feet has been built just to the north, at 22740 Alice Street (building files indicate this is an awning manufacturing shop). A small shed-sized structure has been built in the rear of 22747 Alice Street.</p>

**TABLE 4-2 (continued)**

**REVIEW OF HISTORICAL AERIAL PHOTOGRAPHS <sup>(1)</sup>  
AREA 3 - CANNERY REDEVELOPMENT AREA  
HAYWARD, CA**

Date	Flight & Frame No.	Scale	Observations
5/2/69	AV-902-07-38	1:12,000	<p>A new structure with approximate dimensions of 40 by 50 feet has been at the auto repair shop at 22722 Alice Street; a paved driveway and parking area are also present.</p> <p>East of Area 3, the BART station has been built where the railroad tracks intercept C Street, and C Street has been blocked off east and west of the BART station. The warehouses and other large structures east of Grand Street, both north and south of C Street, have been removed.</p>
5/19/71	AV-995-05-38	1:12,000	<p>East of Area 3, the future parking lots east and west of the BART station are vacant grassy fields. West of Area 3, The long narrow structure in the city-corporation yard on the northeast corner of C and Alice Streets has been removed.</p>
4/18/73	AV-1100-07-47	1:12,000	<p>East of Area 3, the BART parking lot northeast of C and Grand Streets has been paved.</p>
5/6/75	AV-1193-07-34	1:12,000	<p>East of Area 3 at the southeastern corner of C and Grand Streets, the land is vacant, with varied vegetation and bare soil.</p>
7/7/77	AV-1377-07-45	1:12,000	<p>West of Area 3 at the northeastern corner of C and Alice Streets, several small structures and a parking lot are present. East of Area 3, the surface BART parking lot northeast of C and Grand Streets has been expanded to include an unpaved, grassy area southeast of C and Grand Streets.</p>
6/22/81	AV-2040-07-41	1:12,000	<p>East of Area 3, a building has been removed from the southeastern corner of the block containing the surface BART parking lot on the southeast corner of C and Grand Streets.</p>
6/21/83	AV-2300-07-40	1:12,000	<p>548 Claire Street: A possible disposal area is located near the northeastern corner of this parcel, based on the presence of materials storage and debris on bare ground. A small structure in the rear of 556 C Street has been removed.</p> <p>West of Area 3, apartments have been built on the northeast corner of C and Alice Streets.</p>
3/30/88	AV 3268-7-44	1:12,000	<p>No changes from the previous photo are apparent in or near Area 3.</p>

**TABLE 4-2 (continued)**

**REVIEW OF HISTORICAL AERIAL PHOTOGRAPHS <sup>(1)</sup>  
AREA 3 - CANNERY REDEVELOPMENT AREA  
HAYWARD, CA**

Date	Flight & Frame No.	Scale	Observations
6/17/92	AV 4230-18-39	1:12,000	548 Claire Street: One shed-sized storage structure in the southeastern corner has been removed. 22765 Grand Street: a new shed-sized structure has been built in the rear. 22747 Alice Street: a small structure has been built in the rear.  South of Area 3, D Street has been extended southwest from Grand Street, angling southwest and then south to Winton Avenue.
10/8/96	AV 5200-17-38	1:12,000	East of Area 3, the multi-level BART parking structure has been built on the east side of Grand Street between Claire and C Streets.
4/21/99	AV 6100-218-23	1:12,000	No changes from the previous photo are apparent in or near Area 3.

<sup>(1)</sup> Historical aerial photographs obtained from Pacific Aerial Surveys.



Table 4-3

**Review of Sanborn Maps**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Year	Historic Land Uses
1923	<p>The earliest Sanborn Map available for the project site is for 1923. For this year, the map covers only those portions of Area 3 that are north of C Street, and the south side of C Street from 509 to 555 C Street. No residences or other structures are noted on the map on the north side of C Street within Area 3 on this map. On the south side of C Street, residences are mapped at 509, 533, and 551 C Street. A creek is mapped as flowing across Area 3 from the rear portion of the current 22645 Grand Street (north of C St.) to the south and southwest, passing south of the residences on the south side of C Street; the creek is covered where it passes south of 551 C Street.</p> <p>East of the northern part of Area 3, the block east of Grand between B and C Streets is occupied by the Hayward Poultry Producers Association, with warehouses containing hay, coal, and poultry feed. To the west of the northern part of Area 3, the second parcel east of Alice Street on the north side of C Street is occupied by a corral with a wagon shed and storage.</p>
1948	<p>The same partial coverage of Area 3 is provided by the Sanborn map of 1948 as for the 1923 map. In 1948 there are warehouses and a cold storage area of the Poultry Producers of Central California in the eastern half of the block northwest of C and Grand Streets (current addresses of 568 and 570 C Street, and 22645 Grand Street). To the west at 554 C Street is a cabinet shop, while at 556 C Street are a beer depot and a shed. East of 556 C Street are an office (at 554-1/4 C St., behind 554-1/2 C St.), and a warehouse and spray painting area (at 554-1/2 C St.). On the south side of C Street, residences are mapped at 507 (formerly 509 C Street), 515, and 523 C Street. The 515 and 523 C Street are new structures since the 1923 Sanborn map, and former residences at 533 and 551 C Street have been removed. The creek follows a similar southwesterly course across Area 3, but it has been covered where it passes beneath the Poultry Producers facility.</p> <p>To the west of the northern part of Area 3, the second parcel east of Alice Street on the north side of C Street (former address: 518 C Street) is mapped as the City Corporation Yard storage. Other land uses adjoining the northern part of Area 3 are largely unchanged since the previous map.</p>
1950	<p>The same partial coverage of Area 3 is provided by the Sanborn map of 1950 as for the previous maps. The only apparent changes from the 1948 map within Area 3 are at and adjacent to 554 and 556 C Street. At 554 C Street the structure is labeled as "upholstering" and "furniture factory." Land use at 556 C St. was unchanged, but to the east the structure at 554-1/4 C Street (rear portion of lot, behind 554-1/2 C St.) is labeled as a residence. In front of this address and adjoining C Street, 554-1/2 is shown as a warehouse, with no spray painting area.</p> <p>In the block to the west of Area 3 a new street extends south from C Street (Souza Ct.), and several houses have been constructed.</p>
1953	<p>The same partial coverage of Area 3 is provided by the Sanborn map of 1953 as for the previous maps. Two new structures are mapped at 568 C Street: a plumbing facility in the front of the parcel, and an auto garage and storage area in the rear. 554-1/4 C Street is now mapped as a warehouse. Across the street at 529 C Street, a beer depot and office are shown. A new structure facing Alice Street at 507-1/2 C Street (rear of 507 C St.) is labeled as feed mill and storage.</p> <p>To the east of the northern edge of Area 3, a wire products warehouse is now present on the east side of Grand Street, halfway between B and C Streets; the creek has been covered in this entire block east of Grand Street.</p>

**Table 4-3**

**Review of Sanborn Maps  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Year	Historic Land Uses
1956	<p>The same partial coverage of Area 3 is provided by the Sanborn map of 1956 as for the previous maps. The structure at 570 C Street is now occupied by an electrical shop, and the front structure at 568 C Street is shown as a rug warehouse.</p>
1961	<p>North of Area 3, a residence has been built at 577 B Street (north of 570 C Street).</p> <p>The Sanborn map for this year covers the eastern half of the block west of Grand Street and between C and Claire Streets, as well as the areas covered on the maps for previous years. At 568 C Street, the front structure contains an upholstering shop. No changes are evident to the east, north, or west of the northern portion of Area 3.</p> <p>In the area not covered by previous Sanborn maps, the 1961 map identifies 597 C Street as containing a private garage with capacity of 23 cars. At 577 C Street, a grocery warehouse occupies nearly the entire parcel. The southern part of the 575 C Street parcel contains two truck storage structures of Pacific Telephone &amp; Telegraph. At 548 and 548-1/2 Claire Street, six structures are identified and denoted as used for woodworking, metalworking, printing, and storage. 22765 Grand Street is mapped as a furniture factory with small painting and office areas. Just to the north at 22765-1/2 Grand Street, a single structure is present at the rear of the parcel and labeled as miscellaneous storage. East of Area 3, the west side of the block located southeast of Grand and C Streets is occupied primarily by residences. The exceptions are at 22748 Grand Street, an open lot used for equipment storage, and the parcels directly opposite 597 C Street, used for hay and feed storage and an office.</p>
1966	<p>The same partial coverage of Area 3 is provided by the Sanborn map of 1966 as for the map of 1961. At 22647 Grand Street (future address 22645 Grand St.) the Poultry Producers structure is now used as a produce warehouse. At 568 C Street a beer case storage facility occupies the structure. At 558 C Street (formerly 554-1/2 and 554-1/4 C St.) the structures are labeled as being vacant. The structure at 554 C Street is now used as a miscellaneous-storage and bottle warehouse. 549 C Street contains new facilities mapped as a tire service facility (front) and an electrical storage area (rear).</p> <p>East of Area 3 in the block east of Grand Street and between B and C Streets, the grain, feed, and hay warehouses and the wire products warehouse are all labeled as vacant. In the eastern part of this block and adjoining the railroad tracks are two household sundries warehouses.</p>

Table 4-4

**Historical Land Uses – Other Sources**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Bigham Taylor Roofing Company	22721 Alice Street	None	1958 - Spott Elec. Co., 500-gal. underground storage tank installed 1971 - Bulls Termite Control 1975 - Hayward Power Tool 1980 - A&G Cabinets 1985-2001 - Bigham Taylor Roofing 1990 - Coin O Clean Laundry Service 1990-1998 - TML Studios	EDR, HFD, HBD, Tenant Info
Sunset Garage & Brake	22722 Alice Street	None	1968 - John Garcia & John Chance, construct bldg. for auto repair shop 1971 - Dalton Manufacturing Co. 1972-2001 - Sunset Garage & Brake	EDR, HFD, HBD, Tenant Info
Unknown, Industrial	22735 Alice Street	22729 Alice Street	1965-1971 - Fairway Plumbing 1975-1976 - John's Plumbing 1980 - Weld All	EDR, HBD
Bel Aire Engineering	22740 Alice Street	None	1971 - Bendy's Foam Toy 1971-2001 - Bel Aire Engineering Inc. - awnings	EDR, HFD, Tenant Info
E.Nave Plastering	22747 Alice Street	22749 Alice Street	1959 - Truck storage shed constructed (L.B.Martin, owner) 1971-1980 - Residence 1990-1998 - Residence 2001 - E.Nave Plastering	EDR, HBD, Tenant Info

<sup>1</sup> Historical information summarizes data obtained from only those sources listed, and does not represent the entire occupancy period. Summaries of historical land uses identified in aerial photographs and Sanborn fire insurance maps are summarized in separate tables. In addition to occupancy information, specific historical activities identified in Hayward Building Department records with potential environmental significance are listed separately in this table.

<sup>2</sup> EDR City Directory report (EDR); Hayward Building Department files (HBD); Hayward Fire Department files of prior environmental reports (HFD).

Table 4-4

**Historical Land Uses – Other Sources**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Super Auto Upholstery	22756 Alice Street	22750 Alice Street	1950 - Phillips Bros. body repair shop licensed 1963 - Joseph Bailon, paint spray booth constructed 1971 - Ted's Upholstery 1975-1980 - J&M Auto Body Shop 1985-1995 - Aahl Motors 1996 - Universal Glass Co. 1996-2001 - Super Auto Upholstery	EDR, HFD, HBD, Tenant Info
Residence	22763 Alice Street	None	1949 - Garage constructed 1971-1985 - Residence 1998 - Residence	EDR, HBD
Residence	507 C Street	22700 Alice Street (Industrial Bldg)	2001 - Residence (assumed)	Tenant Info
Residence	515 C Street	None	1971-1990 - Residence 1998 - Residence	EDR
Residence	523 C Street	None	1953 - Residence 1991-1998 - Residence	HBD, Tenant Info
Jack James Towing	529 C Street	None	1953-1954 Garms Dist. Co. warehouse constructed 1971-1975 - Approved Towing 1975-1987 - Wilmac Metal Finishing (spray booth constructed 1975) 1987-1988 - Diversified Painting 1988-1998 - Maas Tech Coat (2 spray booths constructed 1988) 2001 - Jack James Towing	EDR, HFD, HBD, Tenant Info
Jack James Towing	549 C Street	541 C Street	1964 - Beer warehouse constructed, Garms Dist. Co. 1971-1975 - G&A General Contractors 1972 - Shamrock Dog Training Club 1982 - Carlor Body Shop 1990-2001 - Jack James Towing	EDR, HBD, Tenant Info
Shalo's Refinishing	554 C Street	556 C Street, 558 C Street	1986-2001 - Shalo's Refinishing at 554 C Street 2001 - Auto storage at 556 C Street	HFD, Tenant Info

Table 4-4

**Historical Land Uses – Other Sources  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Unknown Industrial	568 C Street	None	1971-1975 - East Bay Catering 1980 - Hayward Detail 1998-2001 - Circle S Performance	EDR, Tenant Info
Electric Motor & Control, Inc.	570 C Street	None	1981-2001 - Electric Motor & Control Inc.	HFD, Tenant Info
Duke City Auto Center <sup>3</sup>	575 C Street	Two rear buildings at same address <sup>4</sup>	1990 - Building (15 occupants) 1990-1998 - Frank & Rocci's Detail 1991 - Mike's Foreign/Domestic Transaxles 1991-1993 - A Quality Auto Painting 1994 - C Street Automotive; Dealer's Deal 1995 - Unique Auto Body 1995-1998 - Botto & Associates; Bradford Auto Brokers; C Street Wholesale; Concourse Car Center; Consumers Fleet & Wholesale Market; Frank & Roccis Detail; JJ's Auto Sales 1998 - Maurice's Airbrush Art 2001 - A Street Upholstery; Automotive Excellence; Bisbee Services; Botto & Associates; C Street Wholesale; Concourse Car Center; Duke City Auto Center; Gates Auto Sales	EDR, HFD, HBD, Tenant Info
Unknown Industrial	577 C Street	None	1948-1953 - Warehouse, M.S.Soares 1964-1980 - S&S Wholesale Grocery 1995 - M.S. & E.C.Soares, Jr. 1998 - Aahl Motors	EDR, HBD
CET Vallecitos, Center for Employment Training	597 C Street	None	1989-2001 - Vallecitos CET Inc	EDR, Tenant Info

<sup>3</sup> Six car dealers share this lot: Concourse Car Center; Botto & Associates; C Street Wholesale; Gates Auto Sales; Automotive Excellence; Duke Auto Center.

<sup>4</sup> Multiple unmarked tenants.

Table 4-4

**Historical Land Uses – Other Sources**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Claire Street Automotive	512 Claire Street	510 Claire Street. Also, same parcel as 22756 Alice Street	1978-2001 - Claire Street Automotive/Claire Street Auto Body; onsite sump with gravel bottom located in a paint booth.	HFD, Tenant Info
C & C Auto Repair	516 Claire Street	514 Claire Street	1971-1980 - Sunset Machinery Service 1985 - Setz Body Shop 1985-1992 - Corley's Auto Repair 1992-2001 - C&C Auto Repair	EDR, HFD, Tenant Info
M&M Cylinder	519 Claire Street	None	1971-1975 - Venus Marble Manufacturers 1978-2001 - M&M Cylinder Heads	EDR, HFD, Tenant Info
Vacant lot	527 Claire Street	None	No coverage	EDR
Raymond Automotive	539 Claire Street	537 Claire Street	1971 - Ryan Gettler Inc. 1975 - Tire Brokers 1990-1992 - Cal Smog 1995-1998 - Bay Plastering 1998-2001 - Raymond Automotive	EDR, HFD, Tenant Info
United Mechanical & Metal Fabricators	548 Claire Street	552 Claire Street	1976-2001 - Sheet metal fabricating (U-Mec is current name) 1993 - Wood Designers Products	HFD, Tenant Info
Kelly Communications	549 Claire Street	None	1971-1975 - In Line Frame 1980-1984 - Brommells Bodyworks 1985 - AA Autocraft 1988 - Gold Star Co. 1995-1998 - Raymond Automotive 1998-2001 - Kelly Communications	EDR, HFD, Tenant Info
Residence	557 Claire Street	None	No coverage	EDR
Residence	563 Claire Street	None	1971-1998 - Residence	EDR

Table 4-4

**Historical Land Uses – Other Sources**  
**Area 3 of Cannery Redevelopment Area**  
**City of Hayward**

Current Land Use	Primary Site Address	Additional Site Addresses	Historical Land Uses <sup>1</sup>	Source(s) <sup>2</sup>
Multi-Residential	567 Claire Street	569 Claire Street, 571 Claire Street	No coverage	EDR
Unknown Industrial	22645 Grand Street	None	1950 - Poultry Producers of California 1971-1995 - Santos Produce (potato packaging) 1998-2001 - Collier Transportation	EDR, HBD, Tenant Info
Unknown Industrial	22759 Grand Street	None	1971 - Tower Electric 1980-1998 - Gayler Construction 1998 - Jeff's Mobile Auto Glass	EDR
Grand Collision Center; Waldemer Building Supply	22765 Grand Street	None	1971-1975 - Style Trend Furniture 1980 - Master Craft Body Shop 1985-2001 - Grand Collision Center auto body & painting 1989-1993 - O'Steen Body Shop, spray booth constructed 2001- Waldemer Building Supply (located at 22765 Grand St., #B)	EDR, HFD, HBD, Tenant Info
Multi-Residential	22773 Grand Street	593 Claire Street	1971-1980 - Residential 1985-1990 - O'Steen Body Shop 1995 - Compania Mexicao Danza	EDR
Multi-Residential	22779 Grand Street	22777 – 22791 Grand Street	1975-1980 - Residential 1995-1998 - Residential	EDR
Residence	22797 Grand Street	None	1971 - Residential No coverage for later years	EDR

Table 4-5

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
22721 Alice Street	Bigham Taylor Roofing Company	None	<p>Active operation (since 1985): Bigham-Taylor Roofing. Permits up to 1999 for Range 3A hazardous materials storage of adhesives, primers, solvents (non-chlorinated), paints, thinners; has generated waste with greater than 1000 ppm of halogenated organic compounds. HFD inspections identified some storage and housekeeping deficiencies, including evidence of spills on pavement around waste oil storage area. Two notices of Noncompliance (NON) were issued in 1991 for non-submittal of a hazardous materials management plan and a tank closure report. Referral form issued in 1991 for improper storage of paints and solvents.</p> <p>One 550-gallon gasoline steel UST was removed from Bigham-Taylor Roofing in 1990; contaminated soil and groundwater were noted. Contaminated soil removal was done in two phases in 1990 and 1992; the soil was stockpiled onsite and was then to be aerated, re-sampled, and disposed. However, no information was found documenting the volume removed or the post-remedial sampling. Most recent groundwater sampling (1994) shows 5,100 ppb TPH-g and 1,200 ppb benzene.</p> <p>Inactive operation (1990): Coin O Clean Laundry Service, repair of laundromat washing machines. Small-quantity generation of waste oil, waste cleaning solvent, paint, thinner, transmission oil.</p>
22722 Alice Street	Sunset Garage	None	Active operation: Small-quantity generator of waste oil, waste carburetor cleaner, used solvent for parts washing (Stoddard solvent).
22735 Alice Street	Unknown, Industrial	22729 Alice Street	
22740 Alice Street	BelAire Engineering	None	Active operation: Range 1A hazardous materials storage of paints. In 1994 and before, solvents (toluene), enamels and thinners were used.
22747 Alice Street	E.Nave Plastering	22749 Alice Street	
22756 Alice Street	Super Auto Upholstery	22750 Alice Street	<p>Active operation (since 1996): Super Auto Upholstery, auto upholstery shop. No hazardous materials permits required.</p> <p>Inactive operation (before 8/96): Universal Glass Company</p>
22763 Alice Street	Residence	None	
507 C Street	Residence	22700 Alice Street (Industrial Bldg)	



Table 4-5

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
515 C Street	Residence	None	
523 C Street	Residence	None	
529 C Street	Jack James Towing	None	<p>Former operation (1975-1987): Wilmac Metals (tenant) - in 1987 HFD responded to complaint from property owner regarding poor chemical storage and handling practices. Power was shut off after tenant did not take corrective action regarding items identified by HFD; tenant vacated property in late 1987. Range 4A hazardous material storage permit was required, but no indication of payment of fees.</p> <p>Former operation (1987-1988): Diversified Painting - after beginning operations at site in late 1987, performed some cleanup and correction of violations, including approved discharge of tank contents into sanitary sewer at rate of one tank per day.</p> <p>Former operation (1988-1997): Maas Tech Coat, metal dipping &amp; alodining shop. Obtained closure from RWQCB in 1996 for two 500-gal. USTs removed by previous tenant in 1986. Range 3A hazardous materials storage of corrosives (acids), flammable liquids, solvent (oxygenated: methyl ethyl ketone), cleaner solutions, Small-quantity hazardous waste generator of waste solvent (hydrocarbon and oxygenated), waste paint, plating waste. HFD inspections identified some storage and housekeeping deficiencies, including evidence of spills on pavement around waste paint/waste solvent storage area. HFD closure inspection 1997.</p>
549 C Street	Jack James Towing	541 C Street	<p>Active operation (since 1990): Jack James Towing, towing and transporting. Hazardous materials inspection by HFD in 1990 indicates hazardous materials permits not required. Waste oil and waste solvent are generated.</p> <p>Former operation (1985-1987): Prep Center, new car preparation. Range 1A permit for hazardous materials storage of detergents and combustible solvents in 5-gallon containers.</p>
554 C Street	Shalo's Refinishing	558 C Street, 556 C Street	<p>Active operation (since 1986): Furniture refinishing. Hazardous waste inspections by Alameda County and by HFD identified a variety of deficiencies regarding chemical and hazardous waste storage, housekeeping, and documentation. Stains, primers, lacquers, and solvents including some chlorinated solvents are or were used in site operations. Disposal method for sludge generated by hand-stripping of furniture was not documented; volume currently may be small. Notice of non-compliance (NON) issued by HFD in 1999 for lack of response on hazardous materials permit notice.</p>

**Table 4-5**

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

<b>Primary Site Address</b>	<b>Land Use</b>	<b>Additional Site Addresses</b>	<b>Summary of Findings</b>
570 C Street	Electric Motor & Control, Inc.	568 C Street	Active operation (since 1981): Motor and generator repair and rewinding. Current permit (since 1986) for Range 1A hazardous materials storage (water-borne varnish in 50-gal. dip tank). HFD hazardous materials inspections identified several deficiencies regarding storage, housekeeping, and documentation. Floor sumps, apparently used recently and with sludge accumulation in one, were reported to the wastewater source control division of HFD; sumps were sealed with concrete before the follow-up inspection. NON issued by HFD in 1990 for non-submittal of hazardous materials management plan.

Table 4-5

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
575 C Street	Duke City Auto Center <sup>1</sup>	Two rear buildings at same address <sup>2</sup>	<p>575 C Street, #3 - Former operation (1990-1993): A Quality Auto Painting, car painting and body repair. Range 2A hazardous materials storage (paints, thinners, primers); generated waste oxygenated solvents, paints, and reducers. NON and Notice of Violation (NOV) issued by HFD in 1993 for non-submittal of hazardous materials management plan.</p> <p>575 C Street, #3 - Former operation (1994): Dealer's Deal, auto body shop. Range 1A hazardous materials storage; generated waste paint and waste solvent.</p> <p>575 C Street, #3 - Former operation (1995): Unique Auto Body. Range 1A hazardous materials storage; waste paints and thinners generated in site operations.</p> <p>575 C Street, #3 - Former operation (1996): Maurice's Pieces and Spray Tech. No further file information.</p> <p>575 C Street, #6 - Former operation (1994): C Street Dealers Automotive. Range 1A hazardous materials storage and hazardous waste generation; generated waste oil at 300 gallons per year, and waste solvent from parts washer.</p> <p>575 C Street, #6 - Former operation (1990-1993): Mark Svc Foreign &amp; Domestic. Range 2A and 1A hazardous materials storage; generated waste oil and mixed oil.</p> <p>575 C Street, #7 - Former (?) operation(1994): C Street Automotive. HFD hazardous materials inspection identified several deficiencies regarding storage, housekeeping, and documentation for used oil and filters, transmission fluid. Solvent tank present.</p> <p>575 C Street, #9 - Former operation (1991): Mike's Foreign/Domestic Transaxles. HFD required a Range 1A hazardous materials storage permit, but none is on file. Generated waste oil, waste carburetor cleaner.</p> <p>575 C Street, #10 - Former operation (1990-1998): Frank &amp; Rocci's Detail, detailing and car cleaning. Initial hazardous materials inspection identified several storage and documentation deficiencies regarding corrosive and flammable cleaning materials; these deficiencies were largely corrected by the time of the second inspection. No HFD inspections done since 1990, as no permits may have been required.</p> <p>575 C Street - Former operation: Davies Truck Repair. Generated waste oxygenated solvents.</p> <p>575 C Street - Former operation (1959-1986): Pacific Telephone and Telegraph Co./Pacific Bell: One 10,000-gallon fiberglass UST removed in September 1986. Two soil samples collected from below the USTs (2 feet and 13 feet below USTs) showed undetected total hydrocarbons (detection limit 1 ppm).</p>

<sup>1</sup> Six car dealers share this lot: Concourse Car Center; Botto & Assoc; C Street Wholesale; Gates Auto Sales; Automotive Excellence; Duke Auto Center.

<sup>2</sup> Multiple unmarked tenants. Businesses identified include Bisbee Services, and A Street Upholstery

Table 4-5

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
City of Hayward**

Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
577 C Street	Unknown, Industrial	None	
597 C Street	CET Vallecitos, Center for Employment Training	None	
512 Claire Street	Claire Street Automotive	510 Claire Street. Also, same parcel as 22756 Alice Street	Active operation (since 1978): Claire Street Automotive, auto body shop. In 1999 had a Range 1A hazardous materials storage permit. Previous HFD inspections identified waste oils, waste paints, and solvents onsite.
516 Claire Street	C & C Auto Repair	514 Claire Street	Former operation (1985-1992): Corley's Auto Repair. Hazardous materials generator (waste cleaning solvent, waste oil). Active operation (1992-2001): C&C Auto Repair. Hazardous materials permit not required at time of latest HFD file information (1994): Previous use/generation of waste oil, waste antifreeze, parts-washing solution (mineral oil).
519 Claire Street	M&M Cylinder	None	Active operation (since 1978): Machining of cylinder heads. Use/generation of waste oil, waste degreasing solvent for parts cleaning.
527 Claire Street	Vacant lot	None	
539 Claire Street	Raymond Automotive	537 Claire Street	Former operation (1992): Herman's Auto Body. Active operation (since 1998): Raymond Automotive. Range 2A hazardous materials storage permit and generator permit for 1998 and 1999. Use/generation of paints, waste oil, waste degreasing solvent for parts cleaning, waste antifreeze.
548 Claire Street	United Mechanical & Metal Fabricators	552 Claire Street	Active operation at 548 Claire Street (since 1976): Custom sheet metal fabricating, stainless steel specialists. Current Range 2A hazardous materials storage permit for welding gases, propane, cutting fluid, scrap batteries. Former (?) operation at 552 Claire Street (1993): Wood Designers Products. No permit was required at time of last file information (1993); finishing is not done onsite.

Table 4-5

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
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Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
549 Claire Street	Kelly Communications	None	<p>Former operation (1984): Bromwells Body Shop. Hazardous materials were stored onsite in drums.</p> <p>Former operation (1988): Gold Star Co., auto body shop. Hazardous materials used/generated include thinner, reducer, paints, waste thinner, waste paints.</p> <p>Former operation (1990-1994): Cal Smog, Auto repair &amp; smog check station. Range 1A hazardous materials storage and hazardous waste generation permits for waste oil (50-100 gallons per month), oil filters, waste antifreeze, paints, solvent sludge.</p> <p>Former operation (1995-98): Raymond Automotive. Range 2A hazardous materials storage for paints, waste oil, waste degreasing solvent for parts cleaning, waste antifreeze.</p> <p>In June 1990 one 550-gallon gasoline UST and piping were removed. A soil sample collected from 1 foot below the tank contained 4.7 ppm of TPH-g, 0.07 ppm of total xylenes, and no detectable amounts of benzene, toluene, or ethylbenzene. No apparent contamination of soil or water were noted; the soil was placed back in the excavation after UST removal, under HFD observation.</p>
557 Claire Street	Residence	None	
563 Claire Street	Residence	None	
567 Claire Street	Multi-Residential	569 Claire Street, 571 Claire Street	
22645 Grand Street	Unknown Industrial	None	<p>Former operation (1971-1995): Santos Produce, potato packaging. Hazardous wastes generated included waste oil, waste chemicals.</p> <p>Former operation (1993): Circle 5 Watercraft Performance. No hazardous materials permits required in 1993, date of latest HFD file information.</p>
22759 Grand Street	Unknown Industrial	None	
22765 Grand Street	Grand Collision Center; Waldemer Screens	None	<p>Former operation (1989-1993): O'Steen Body Shop. Hazardous materials used/generated were waste oxygenated solvents, paint waste, clean and waste thinner, waste gear oil, waste oil.</p> <p>Active operation (since 1996): Grand Collision Center, collision repair.</p>
22773 Grand Street	Multi-Residential	593 Claire Street	

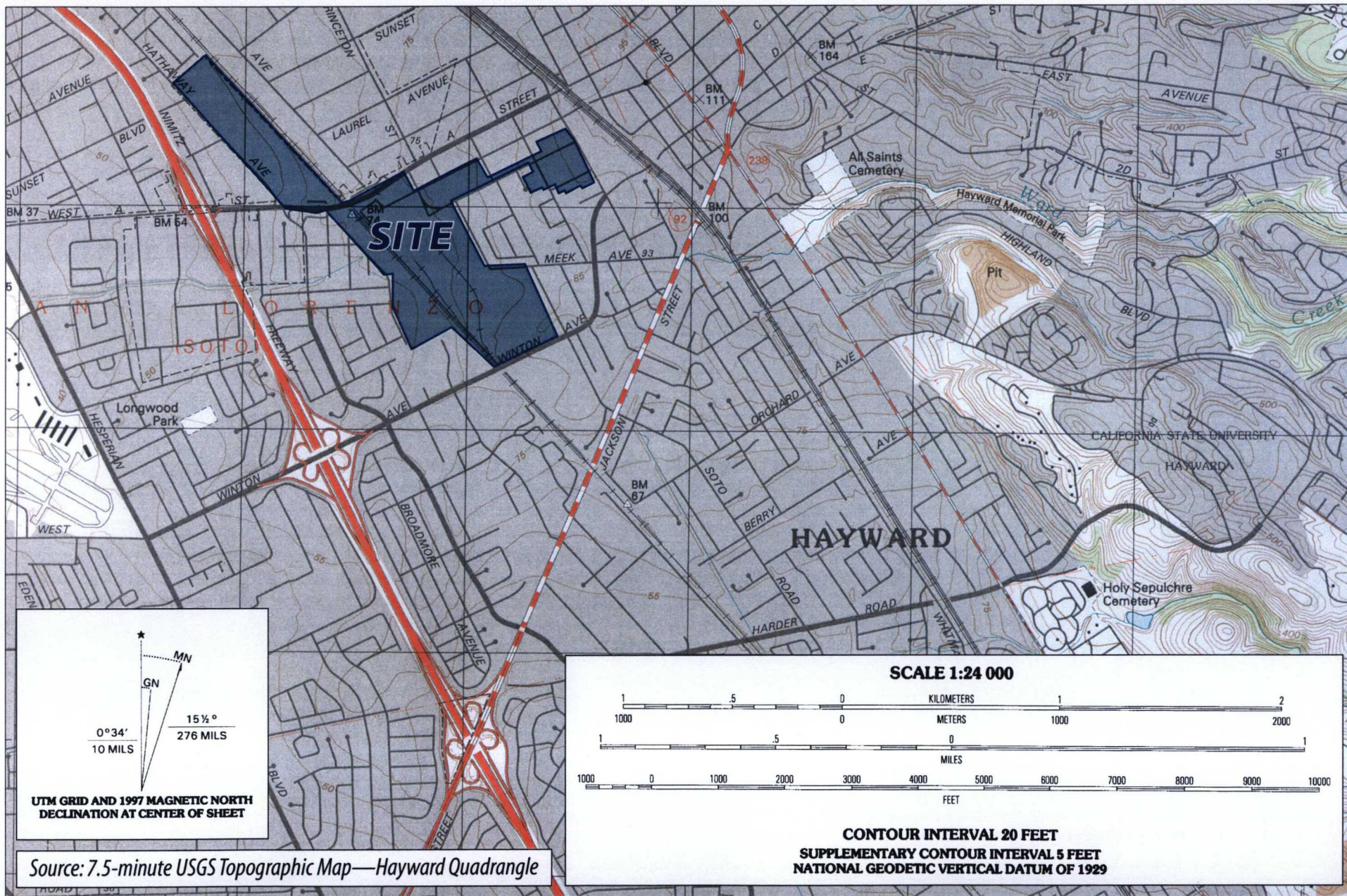
**Table 4-5**

**Summary of Environmental File Review  
Area 3 of Cannery Redevelopment Area  
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Primary Site Address	Land Use	Additional Site Addresses	Summary of Findings
22779 Grand Street	Multi- Residential	22777 – 22791 Grand Street	
22797 Grand Street	Residence	None	

## Figures





**Figure 1-1—Site Location Map**  
Phase I Targeted Brownfields Assessment  
Cannery Redevelopment Area, City of Hayward

Prepared For:



United States  
Environmental Protection  
Agency



U.S. Army  
Corps of Engineers

Prepared By:



Innovative  
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